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# PACIFIC FISHERMAN

Bonanza Year for Sockeye . . . . . p7

Hawaii's Fisheries— a Quick Look . . . p13

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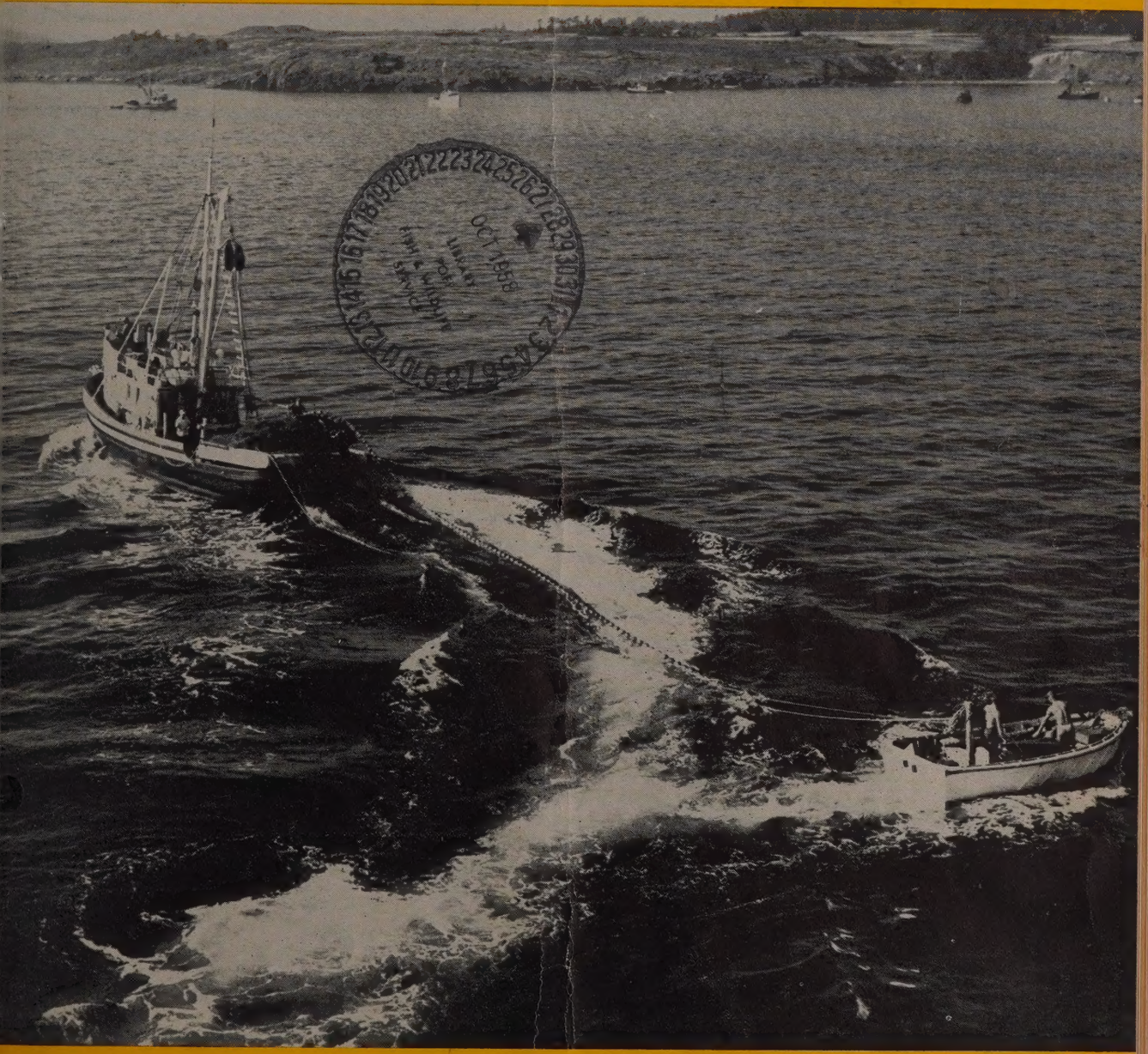

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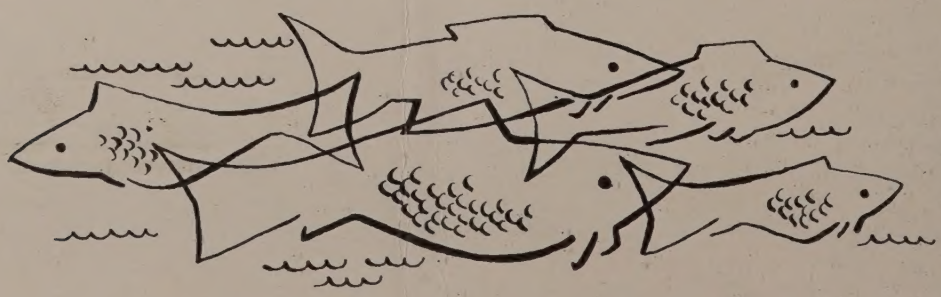

# PACIFIC FISHERMAN

**Our Fifty-Sixth Year—** **OCTOBER, 1958**
**Vol. 56 No. 11**


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● "There are still new ways, undreamt of, that will lead to the glory of new discoveries, opening new horizons; and a few sturdy spirits who will choose to break these new trails to these new summits, rather than to seek haven in the safety and security of a settled fisheries science, sanctioned and financed."

● These are excerpts from the remarks of Dr. William F. Thompson, world eminent fishery biologist, to an international audience at a dinner in Seattle September 16, honoring him upon his retirement as directer of the Fisheries Research Institute of the University of Washington.

Honor for the man, perpetuity for his name, and opportunity for those who follow in his way is to be provided by the W. F. Thompson Scholarship Fund announced at the dinner by Charles D. Alhadeff, who presided; Aubin Barthold, chairman of the Fisheries Research Institute advisory committee; and James Sinclair, president of the Fisheries Association of British Columbia, representing the operators, vessel owners and fishermen of Canada who contributed to the fund.

The fund will be kept permanently open for subscription. At the time of its announcement the amount exceeded $10,000.

● "Your successes in fisheries research has made the success of international fisheries conservation possible," Mr. Sinclair told Dr. Thompson in emphasizing the vital character of his contributions to the pioneering Halibut and Salmon enterprises in international conservation; and his continuing work under the North Pacific Treaty.

● Five periods of Dr. Thompson's career were presented in pictures and reminiscence by five men who participated in them: Stanford and the early British Columbia researches, F. Heward Bell; the California Fisheries Laboratory phase, Harland B. Holmes; the Halibut Commission researches, Harry A. Dunlop; the International Sockeye enterprise, Clinton E. Atkinson; the Fisheries Research Institute, Dr. Ole A. Mathisen.

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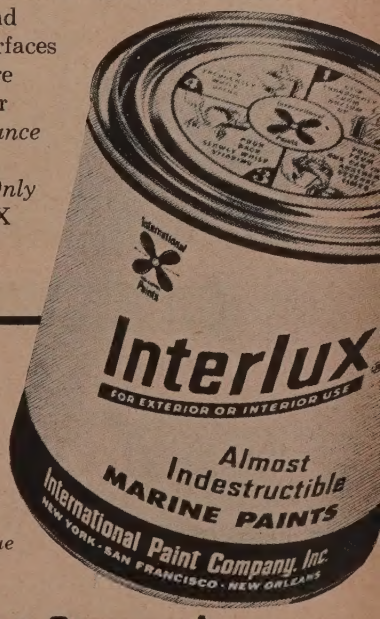


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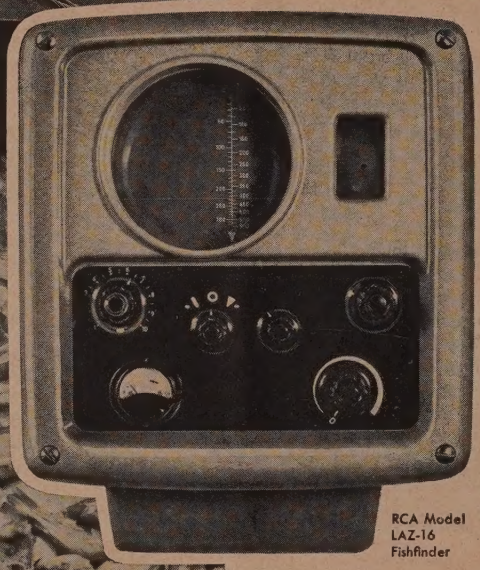

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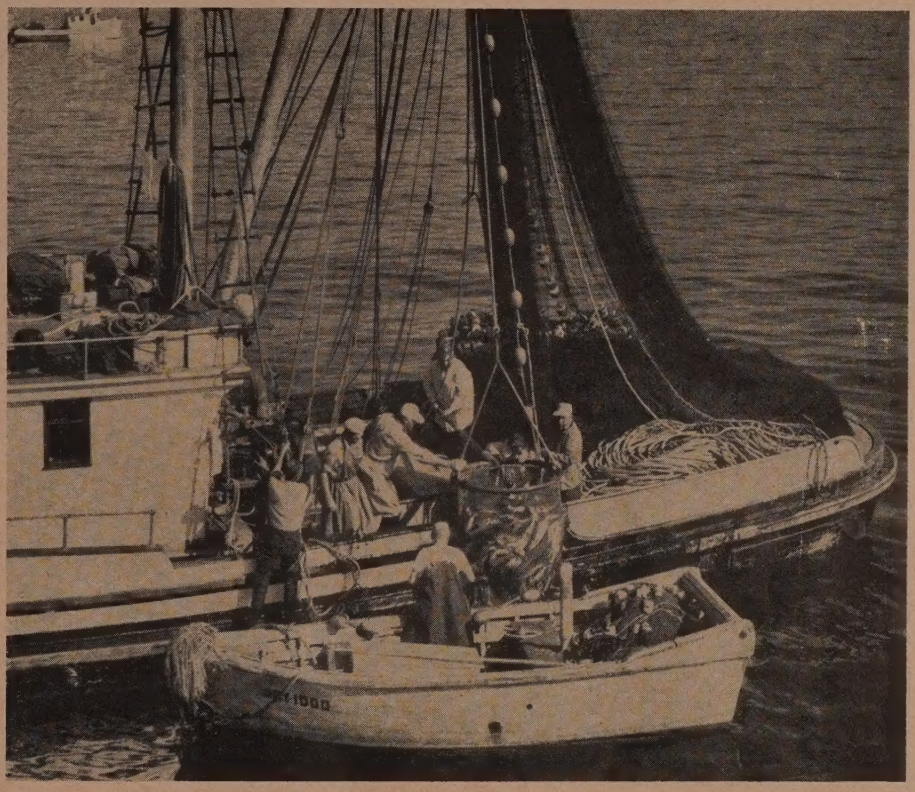

**Brailing Sockeye** on the Salmon banks — Capt. Matt Svorinich's veteran but productive purse seiner **Vernon** cleans up the last of a nice haul of Sockeye on the Salmon Banks during the flush fishing early in September while the American fleet was fishing seven days a week in a desperate effort to overcome the long lead established by the Canadian fleet fishing in the Strait of Juan de Fuca.

# Canada's Big Sockeye Year Best Since 1905

● Biggest Sockeye pack in more than half a century—*and* the most revolutionary and beneficial change in the overseas marketing situation in 20 years—these were the heady happenings of the past month which gave British Columbia's salmon industry cause for rejoicing, tempered with sober reflection.

The tremendous production of top-money Sockeye—a pack which totalled more than a million cases by mid-September—was enough to cheer B.C. fishermen and packers as nothing else had done in a long time.

The only reservations in the minds of operators was that such a huge pack would impose new selling problems in a highly competitive world market, but this was tempered September 17 by the announcement that the United Kingdom had lifted all controls from purchase of canned salmon. This latter development meant that the all-important British market was free again—except to Soviet Russia—for the first time since before World War II; and that Canada could now quote prices within reach of a vast new market.

### Two Profound Events

● The two big events—the great Sockeye pack and overseas market expansion—were almost too much for the industry to digest all at once and come up with a clear conception of what the long-term meaning might be; but certain it was that September's history-making news would have an impact to be felt for many, many months.

Announcement of the United Kingdom's action in releasing not only canned salmon but several other commodities from the import restrictions that have prevailed, in varying degree, since 1938, was made in Montreal by Sir David Eccles, president of the British Board of Trade, at the opening of a Commonwealth trade conference in Montreal. The announcement took almost everyone by surprise; certainly

there had been no preliminary tip-off to the B.C. salmon industry, which should benefit proportionately more than any other in Canada.

One immediate result of the lifting of restrictions was the stiffening of the Sockeye salmon market—not price-wise, but in potential demand.

"Let's say the pressure is off," commented one Vancouver exporter. "We've still got a marketing problem, and it will stay with us for a long time; but Britain's decision has removed some of the anxiety as well as the controls. We can now feel reasonably sure that the two-year selling program the industry had set itself will be successful."

A few weeks before the United Kingdom's action there was a feeling of widespread uncertainty among packers as to the ultimate disposal of 1958's whopping pack. One executive had remarked that the canned salmon industry was sitting on a keg of dynamite. Well, it looked as though Britain's move had pulled out the fuse; certainly, for the time being.

### $18.50 Sockeye Basic Export Price

● Committed to purchase all the Sockeye delivered and at a compromise price considerably higher than their original offer, the packers faced a nerve-wracking problem of financing as the pack soared in volume. That problem was eased when Britain opened the door.

Anticipating some resistance to sales as a result of the greater volume of Sockeye production, the Fisheries Association of B.C. announced September 10 a new list of opening prices for the United Kingdom market, representing a reduction of about two to three dollars a case from last year. The new f.o.b. price of 48 lb. halves, 4-doz., for instance, was $18.50. There was no inclination to revise this schedule following the British announcement—merely a feeling that the prices that had been quoted would be more readily acceptable. Removal of artificial restraint on trade automatically forestalled any idea of further price reduction.

"It's all very heartening," said another B.C. operator whose specialty is overseas selling. "I look for a parade of British buyers to the west coast to see for themselves what we have to offer, and I wouldn't be surprised if B.C. fishing companies would take advantage of this new opportunity by sending new sales delegations overseas. We'll still have competition over there, especially from Japan. The British action has caused tremendous excitement in the trade both here and overseas."

Removal of the import restrictions came as the final act in a long and sometimes exasperating series of government measures designed to control marketing of canned salmon due to shortage of sterling and various other complications. The first act was to place all purchasing in the hands of the British Ministry of Food, and during the war years most of B.C.'s salmon pack went dircet to the United Kingdom to be paid for and distributed by the British government. By 1953 Britain was ready to soften the restraint by creation of a licensing system whereby so many dollars were made available annually or by other fixed periods for purchase of canned salmon in North America. While most of the canned salmon going to the United Kingdom from this continent has been from B.C., the licensing also enabled U.S. packers and shippers to take advantage of them, although the preferential tariff favored Canada. U.S. salmon packers will similarly benefit from the removal of all barriers, even though the preferential tariff still applies.

The licensing system, while criticized by buyers and sellers alike, was gradually modified over the years, making it possible for the British market to absorb increasing quantities of West coast canned salmon. For 1958, the United Kingdom government had pegged imports of dollar salmon at $12,500,000, which represented a quota increase of $1,000,000 over last year.

### Free Market May Double Trading

● Off-the-cuff estimates as to what total sales to Britain might be this year ranged as high as 100% increase (from the $4,500,000 original permit), but this was acknowledged as little more than a guess. *Lever Brothers offered to take the whole pack.* A factor that caused concern was the heavy recent buying of Japanese salmon in the United Kingdom, partly because of the longshore strike in British Columbia, which had imposed a serious blockade on shipments from Canada's major Pacific ports.

This unexpected difficulty was just one of several factors that made B.C.'s canned salmon industry pause between cheers to worry a little about the grim realities of selling a mountainous supply in a more receptive but still highly price-conscious market. The packers were singing "Happy Days Are Here Again" but, under the circumstances, not very loudly.

# How Did the U. S. Fare While B.C. Cleaned Up?

● How did United States fishermen fare in the Puget Sound-Fraser River Sockeye fishery this year while the Canadians were reaping their rich harvest?

*Answer*: Just about the same as they did in the good year 1954, the parent cycle of the big 1958 run.

Through September 17, with the catch dropping fast, the American fleet had brought its take to virtual parity with the Canadians, having 4,649,749 Sockeyes to 4,766,308 Sockeye taken by the Canadians *in treaty waters.* In 1954 the *total all season* catch of the Americans was 4,806,258.

> As *Pacific Fisherman* goes to press, word has been received that a spectacular day on September 23, boosted the American catch to five million fish. As of that date, the Canadian catch was given as 4,775,000 in waters controlled by the Commission.

The fact that the Canadians caught as many more Fraser River Sockeye in Johnstone Strait, outside treaty waters, was a bitter disappointment to the American fishermen; but they nevertheless seemed to recognize it as the luck of the draw. The Canadians had it.

● What of the U.S. pack?

The fish were not large, making it probable that the average requirement in U.S. canneries was nearer 12 fish than 11 to the full case. Thus the pack would be very close to 400,000 cases.

Not all of these fish will appear in the total of Puget Sound canneries, for substantial quantities of Sockeyes at the peak of the run were trucked from Puget Sound in refrigerated carriers to the Columbia River for canning. Estimates of the volume of this traffic vary, but it was significant.

● One question not infrequently heard is this:

If the Canadians, catching two-thirds of the total Fraser River run (including that portion taken outside treaty

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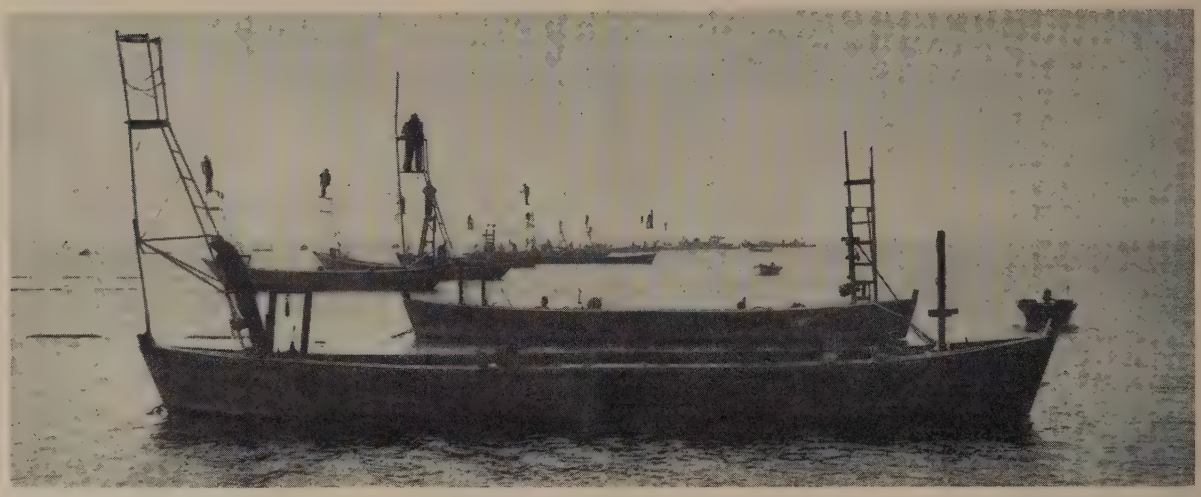

**Reefnetters on the Line,** fishing for Sockeye off the coast of Lummi Island, northern Puget Sound. These fishermen, using the modern adaptation of aboriginal fishing gear, employ nylon nets and outboard motors in place of cedar bark and dugouts to take the salmon in the same waters where the Lummis and the Nooksaks fished before the White Man came.

waters), packed over 1,000,000 cases, why did the American industry, with one-third of the fish, get 500,000 cases?

*Answer*: Because the 1,000,000-case Canadian pack includes Sockeyes taken along the entire British Columbia coast, including runs to such streams as the Skeena, Naas, and those of Rivers Inlet, all of which had favorable fishing.

● Beside the dominant departure which took a substantial portion of the Fraser River run—58% of it for much of the season—down Johnstone Strait, there were a number of other perplexing aspects to the dramatic "Big Year".

Most notable of these was the remarkable effectiveness of the Canadian gear in treaty waters at the entrance to the Strait of Juan de Fuca. Working in the narrow strip of water along the coast from Bonilla Point to Port San Juan, the Canadian fleet proved astonishingly effective, out-fishing a much larger American fleet more than 2-to-1.

The International Salmon Commission was obliged to apply constant and increasingly severe closures to the Canadian fleet in an effort to bring about the equal division of the catch which is one of its responsibilities.

Approximate parity was finally reached at the end of the third week in September. At that time the Canadian fishery was entirely closed and the American catch, still more than 100,000 fish behind, was dwindling fast.

It was quite possible that the Canadians would again pull ahead if the river was to be re-opened in October —after the desired escapement had passed up-river; but these late fish do not usually weigh heavily in the balance of national division.

● With a *run*—catch, plus escapement—of approximately 16,000,000 fish—including those taken outside treaty waters—the Fraser River in 1958 yielded richly, with a healthy gain over the 11,600,000-fish run of 1954, with a spawning escapement of 2,100,000.

Commenting on the 1958 run, W. P. Shiel, Seattle broker and a sharp student of the Sockeye, wrote thus to his trade:

*"When finis is written to this Adams River run, it will probably go down as the greatest return from controlled and limited spawning in all the history of salmon conservation."*

# Small-Mesh Net-Marked Sockeyes Appear in Fraser River Catches

● Net-marked Sockeyes are showing up in the Fraser River and its approaches — fish with old, partially-healed scars, which American and Canadian gillnetters believe were made many weeks before, by nets with meshes smaller than are used for salmon in North American waters.

Whose nets made these earlier markings?

There is no positive proof, but the Canadian and American gillnetters do not need it. They believe these fish escaped from Japanese nets on the high seas early in 1958—some perhaps as immatures in 1957.

One gillnetter who displayed a typical specimen at the meeting of the International Pacific Salmon Fisheries Commission in Bellingham, Wash., August 14, said that approximately 1% of the fish he caught bore such marks.

"How many fish originally were caught in these small-meshed nets for every one that escaped; and, injured like this, or worse, made his way back from mid-Pacific to the Fraser?" he asked.

Many of the fish were marked in a characteristic pattern, being scored by old wounds diagonally from the front of the dorsal fin to the vent at the forward insertion of the anal fin. Deep diagonal wounds, partially healed, testified plainly that they had been made a considerable time before.

## B. C. Canners Want Lower Chum Prices

With Sockeyes holding the center of the Canadian stage, there were indications late in September that a new deal was pending on Chums between packers and fishermen, but it was uncertain as to whether agreement on new prices could be reached satisfactorily.

Early in September the association notified the fishermen that it intended to re-open negotiations on the minimum prices of Chums which originally provided that, commencing September 1 and for the remainder of the 1958 season, the following prices would be paid for Chum salmon caught and delivered: (1) Johnstone Strait and Fraser River, including Cape Flattery, 12c a pound; (2) North of Cape Caution and on the west coast of Vancouver Island, 10c; (3) Queen Charlotte Islands, 8c.

The operators, in asking for reopening of negotiations, proposed that fall Chum prices as specified in the agreement be reduced by 3½c a pound in all areas except Queen Charlotte Islands where the cut would be 2½c.

# Sardines Thrill Monterey With Promise of Comeback

● Visions of the "good old days" of a dozen years ago danced through the minds of central California's sardine industry—fishermen, boat owners, suppliers, canners and brokers—when with the end of the August dark some 1,000 tons of sardines had actually been landed by boat at Monterey Bay canneries.

These were the largest landings of fish to be caught in the immediate vicinity of Monterey in many years. The total deliveries of sardines for central California canneries to Sept. 4 was 5,348 tons, of which 4,348 tons approximately were caught in the Avila - Morro Bay area and trucked to Monterey Bay and San Francisco plants.

Canners were packing approximately 20 cases to the ton, which would make a pack in the area to date of about 106,960 cases. Last year to Sept. 3 only 568 tons of sardines had been processed at Monterey plants and all of those fish were trucked in.

The 1958 sardine catch consists of small fish, primarily of sizes which were not acceptable to the canneries in the heyday of the fishery, according to Richard E. Croker, Marine Resources Chief for the California Department of Fish and Game. He said this year's sardine catch has been averaging a bit over eight inches, mostly year-old fish.

A normal fish population includes many age groups so that one or two poor spawning years would not greatly harm the fishery. Now, however, Croker said, the sardines need a chance to rebuild their numbers in Central and Northern California waters without being exploited the moment they show signs of revival.

"There is some concern among informed fishermen and canners," he warned, "that by heavily harvesting the year-old sardines we may be 'killing the goose' before it has a chance to lay its golden egg."

Canners were not only kept busy with sardines but approximately 700 tons of jack mackerel were landed in Monterey, with a pack of about 14,700 cases, and some 370 tons of squid were landed, with a pack of about 16,280 cases.

Purse seiners were put on 30 - 60 ton limits by central California fish canners, of which only seven remain—J-D Packing Co., San Francisco; Enterprise Packers, San Xavier Fish Packing Co.; California Packing Corp.; Carmel Canning Co.; and Hovden Food Products Corp., Monterey; and Santa Cruz Canning Co., Moss Landing.

What was the market like? "Demand is fair to good," stated California street observers. "Ovals are selling at around $8.75 to $9.25, and talls, $6.75 to $7.25. The export market is dull on account of foreign competition."

# Clippers and Seiners Top 1957 Eight-Month Catch

The California bait boat tuna catch at the end of eight months (January 1-August 31) finally exceeded the 1957 catch for the comparable period. The 1958 catch used for canning (after rejects) was 63,800 tons compared to 63,500 tons in 1957, the American Tunaboat Association summarized.

At the end of August this year the boats in port with catches aboard were scheduled for practically immediate unloading. A year earlier there had been about 8,600 tons on board boats with unloading just starting for the boats first in as the auctions began to move fish.

While the eight month 1958 catch was marginally ahead of last year the fishing results were lower, meaning that fish was harder to catch. A preliminary estimate shows that the catch per day's absence has averaged 5% below last year's rate.

Some further differences exist between this year and last. Many boats could not sail last year because of the depressed condition.

With the catch running just above even with last year and with practically no floating inventory on board boats, the deliveries (as distinguished from the catch) of bait boat fish were running about 4,000 tons ahead of 1957 as the inventory from the first of the year was added to the catch and all unloaded.

To the end of August purse seiners were about 9,000 tons ahead of last year (36,000 tons compared with 27,000 tons). Domestic Albacore in California was only 1,000 tons behind last year with Northwest landings ahead of last year. The other source of fish, imports, showed a 6,000-ton increase over last year. To the end of August, California canners had about 20,000 more tons of tuna landed at their docks than in the preceding year; and the total of 163,000 tons was the highest in any year for the eight-month period.

● August auction prices averaged higher than in July, counter to what would normally be expected at that time of the year.

The Yellowfin average at $286.18 was nearly $9 a ton over the July average while Skipjack, in averaging $239.67 was $2 a ton over July.

## Southern California Receipts

| | Albacore | Bluefin | Skipjack | Yellowfin | Bonito, etc. | Total |
|---|---|---|---|---|---|---|
| San Pedro | 12,982 | 12,467 | 25,914 | 62,889 | 1,716 | 115,968 |
| San Diego | 5,356 | 1,544 | 21,809 | 20,299 | 309 | 49,317 |
| **Total 1958 through Sept. 13** | 18,338 | 14,011 | 47,723 | 83,188 | 2,025 | 165,285 |
| Total 1957 | 24,489 | 9,419 | 38,746 | 70,674 | 50 | 143,513 |
| Total 1956 | 18,551 | 5,415 | 44,862 | 81,350 | 43 | 150,221 |

## Southern California Domestic Tuna Deliveries

Cumulative totals for 1958 through Sept. 13, in tons, as reported by U. S. Market News Service

| | Albacore | Bluefin | Skipjack | Yellowfin | Bonito, etc. | Total |
|---|---|---|---|---|---|---|
| Clippers and Albacore Fleet | 10,118 | 25 | 39,694 | 34,114 | 33 | 83,984 |
| Purse Seiners | — | 13,663 | 3,685 | 20,201 | 1,987 | 39,536 |
| **Total 1958 through Sept. 13** | 10,118 | 13,688 | 43,379 | 54,315 | 2,020 | 123,520 |
| Total 1957 | 11,662 | 9,599 | 31,842 | 56,965 | 71 | 110,139 |
| Total 1956 | 12,749 | 5,335 | 40,356 | 65,879 | 41 | 124,360 |

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# A Quick Look at

# Hawaii's Fisheries Today

## Through Mainland Eyes

● Hawaii's fishing industry today suffers from economic adversities in sharp contrast with most businesses in the islands—and perhaps in some measure at least because of the relative prosperity in the territory generally. Thus, because Hawaii has not felt the general "recession" to any material degree, and because construction is extremely active, many of the better fishermen have been enticed from the sea by the attractions of construction work paying a scale from $2.65 an hour, and *up*.

When fishing is as poor as it has been the past two seasons, the enticing power of such wages is a strong current.

Are all Hawaii's fisheries in an adverse cycle?

Virtually, to the extent that there is only one fishery of real significance; only one which brings outside money to the Hawaiian economy: Skipjack.

Market fishing for Hawaiian consumption is not depressed to the same extent; nor is it of great volume, for fish are just plain scarce in this mid-Pacific area, with its great depths and limited island coastline.

### Vagaries of 1958 Manifest in Hawaii

● Possibility that the scant Skipjack fishing of the past two years is a local result of the temperature and current anomalies manifest in the fisheries from Peru to Bristol Bay is seen by Hawaiian fishermen, operators and scientists alike.

Skipjack just have not been where they are wont to be; and the limited scouting range of the Hawaiian sampan; the uncertain prospect of monetary return; the attractions of shore jobs, all have combined to cancel out any trend toward wide exploration.

When you can't find Skipjack in certain Hawaiian areas, the fisherman has no place to turn. He can't try Uncle Sam Bank, or the Galapagos, Heceta Bank for Albacore. He can't turn to salmon or halibut, to crabs or herring, to trawling or trolling.

What happened, then? Well, here's a clue, although it has closer reference to Albacore and salmon than to Skipjack.

● POFI's usual summer operation northward to check the position and abundance of the Albacore population normally found in the region almost due north from Honolulu, centering around the intersection of the 160th meridian and the 45th parallel, found *few fish,* and *cold water.*

*Cold* water? Yes, *cold* water, in contrast with the warm water usually reported in reciting the anomalies of 1958.

This area of cold water lies westward some hundreds of miles from the warm waters reported along the mainland coast of North America; and out to sea to Station Papa, and perhaps beyond.

Recall that the Albacore population along the Pacific Northwest coast was large this season; and that the Sockeye salmon appeared to have been repelled from the coast, and were late and capricious about their approach to the Fraser.

Mark this: Fraser River Sockeye are believed to have penetrated in 1958 far into the zone in the vicinity of 160° West Longitude, where POFI found cold waters.

All this is not conclusive, and certainly not scientific, but it seems to make sense.

### "PF" Editor Studies Fish In Hawaii and Japan

Present aspects and future trends of the fisheries of Japan and Hawaii, as well as attendance at the Tokyo meeting of the International North Pacific Fisheries Commission, took DeWitt Gilbert, editor of *Pacific Fisherman,* to the Orient September 20 on a two-month assignment.

Mr. Gilbert is a member of the Advisory Committee to the American Section of the International North Pacific Fisheries Commission, which this year will deal with two questions of profound importance: (1) continuance of abstention by Japan from North American salmon, halibut and herring fisheries; and (2) location of the Provisional Line dividing in mid-ocean the salmon stocks of Asian and American origin.

Besides his attendance at the international conference, Mr. Gilbert will travel extensively in the fishery districts of Japan. Reports of his observations will be published regularly in this journal over the next several months.

The first appears on this page.

### Hawaiian Tuna Packers' Ownership Shift Interests

● *Pacific Fisherman's* assignment to Honolulu coincided with the announcement that Transamerica Corporation had disposed of controlling interest in Columbia River Packers Association, Inc., to Castle & Cooke, Inc., of Honolulu and a group of Portland businessmen, all previously important stockholders in the company. Effect of the deal in the long run is expected to make the Castle & Cooke holding about 30% of C.R.P.A. ownership.

This concrete evidence of the confidence of a great Hawaiian house in the tuna business was received as a heartening sign by the island industry.

### Dr. A. L. Tester Back

● One needs to come to Honolulu for official confirmation of something which has been an open secret in Washington, Los Angeles, San Francisco, Seattle, Juneau—and elsewhere for months: that Dr. A. L. Tester has resigned his position as chief of the Branch of Biological Research in the U.S. Bureau of Commercial Fisheries and has returned to the faculty of the University of Hawaii, where he is reviving the courses in fisheries zoology, and particularly

in fishery behavior, which dwindled after his departure from the University about 18 months ago.

He appears to be happy in Hawaii; and Hawaii appears to be happy to have him back.

Who succeeds him in Washington? That Washington hasn't yet revealed.

### Bait, Bait, Bait, Bait, Bait, Bait, Bait, BAIT

● Prime subject in Hawaii's fishing business is not fish but bait; *bait* fish.

As the Territory's tuna fishery is wholly for Skipjack; and as no one, not even the Japanese, have ever found a means for catching Skipjack consistently without the use of live bait, this subject is the one dominant theme for the entire industry.

Moreover, bait fishes are scarce in Hawaiian waters; and this fact perhaps more than any other, more even than variations in Skipjack abundance and availability, appears to exert a bearing-down effect upon the development of industrial fishing in Hawaiian waters.

What can be done about it? You have only one native bait fish, a little anchovetta form locally called *nehu*. It's good bait, while it lives; but it isn't hardy—and its awfully scarce.

Years ago Hawaiian Tuna Packers, Ltd., conceived the idea of actual bait culture based on the tilapia, a tropical pond fish capable of living in either fresh or salt water, and under almost any conditions of temperature and salinity.

Now the Federal and Territorial fishery agencies have taken the matter up and there are a number of bait-raising projects under way in the islands — and all giving fair promise of success.

If they succeed, the entire fishery economy of Hawaii could be elevated.

● Another attack upon the bait problem is through the actual transplanting of other species from comparable waters. Marquesan sardines have been introduced, but no man can say whether they are becoming established.

Hawaiian Tuna Packers also are bringing in the thread-fin shad from California as a possible fish culture species having certain apparent advantages over tilapia.

● To coordinate the various attacks upon the bait problem, the Hawaiian Bait Committee has been formed, with the United States represented by the Pacific Oceanic Fishery Investigations; the Territory of Hawaii by the Department of Fish and Game; the University of Hawaii by Dr. A. L. Tester; the fishermen by William Kanakanui, manager of the Fishing Vessel Owners Association of Honolulu; and the packing industry by Herbert D. Hart and Peter Wilson of the Hawaiian Tuna Packers, Ltd.

### The Long-Liners Curse

● Killer whales have come to curse the Hawaiian long-liners who fish bait by means of this Japanese gear in the Hilo Coast, northeast of the "Big Island" of Hawaii.

Moreover, their appearance coincided closely with the onset of the 1958 series of anomalies, for the fishermen do not recall the killers having appeared before the spring of 1958.

The killers in packs of from six to a dozen appear on the longlining grounds off the Hilo Coast, and are charged by the fishermen with destroying three-fifths of the hooked tuna. The killers generally put in their appearence when a boat starts to haul her gear and, working along the line ahead of the boat, literally consume the catch. Where they attack a hooked tuna they usually eat the entire fish except the jaws. The fishermen say there is no confusion with sharks, as the latter take only a bite or two from a fish; while sharks are never in evidence when there are killers about and working along the line.

### Fresh Fish Comes High

● Relative scarcity of market fish in Hawaiian waters, and the fondness for fish manifest by the population, much of which is of Oriental origin, produces astonishingly high prices for favored variety on the retail market.

The prices vary sharply from day to day with changes in supply of the different varieties. Some of the higher on the day the market was visited were: Ulaula, $1.20 per lb.; mullet, $1; Ulua, $1; Pelu, a small mackerel, 70c—prices basis of whole, round fish.

At that, $1.20 per lb. is regarded as a bit cheap for Ulaula, which is called Onaga by the Japanese, who consider it as a virtual necessity at a wedding. When Ulaula landings are light and weddings are heavy the bid price on the United Fishing Agency exchange may reach $1.35 per lb. *to the fisherman.*

### "Salmon Prices Are Too High"

● Leader of the Hawaiian fresh fish trade is M. Otani, head of M. Otani Company, Limited, a primary wholesale distributor. Active with him in the management of the company is his son, Akira Otani.

Distress at the present prices of salmon, which make it almost impossible for the Hawaiian trade to secure its needed supply of salt salmon is a primary topic in their conversation with the visitor from the Pacific Northwest. For 40 years they have been bringing large quantities of salt salmon to the Hawaiian Islands, securing it with increasing difficulty in later years, and at higher prices.

# Volume of Sardine Catch Bears Heavily on Price

● The loud rejoicing that in August greeted the first encouraging sardine season in more than 10 years was not quite so loud as mid-September arrived with 21,519 tons landed in California, the marketing pipe-lines filled, and the canners' appetites for sardines satisfied.

As this is written, canners in San Diego had announced that they could accept no more sardines after Friday, September 19, at the $60-a-ton price paid so far this season for the fish. They are offering fishermen $50 a ton.

In the 10 years since California enjoyed a big sardine season, changes have taken place in the world market for California sardines. The domestic market has shrunk, according to some commentators, to 10% or 15% of U. S. cannery production. Meanwhile, South African and Japanese sardines have moved into the export markets formerly supplied by U. S. canners, and the U. S. product is being undersold overseas.

The canners—and some frank speakers among the fishermen—agree that a lower price to fishermen is necessary if U. S. canners expect to move sardines.

### Record Landings

For the season through September 13, the U. S. Fish & Wildlife Service Market News Report shows a total of 21,519 tons of sardines landed in California ports, as against 1,316 last year. San Pedro-Long Beach landings totaled 12,262 for the season that far, while Monterey-San Francisco brought in 9,257 tons.

### Conservation Counseled

The conservation-minded California Department of Fish & Game commented that the 1958 catch, while a big improvement over recent years, was nowhere up to the really good years prior to 1945. The Department expressed concern at the heavy fishing of year-old sardines. This, it was said, might so deplete the yearling class that the fishery might suffer another serious setback from overfishing.

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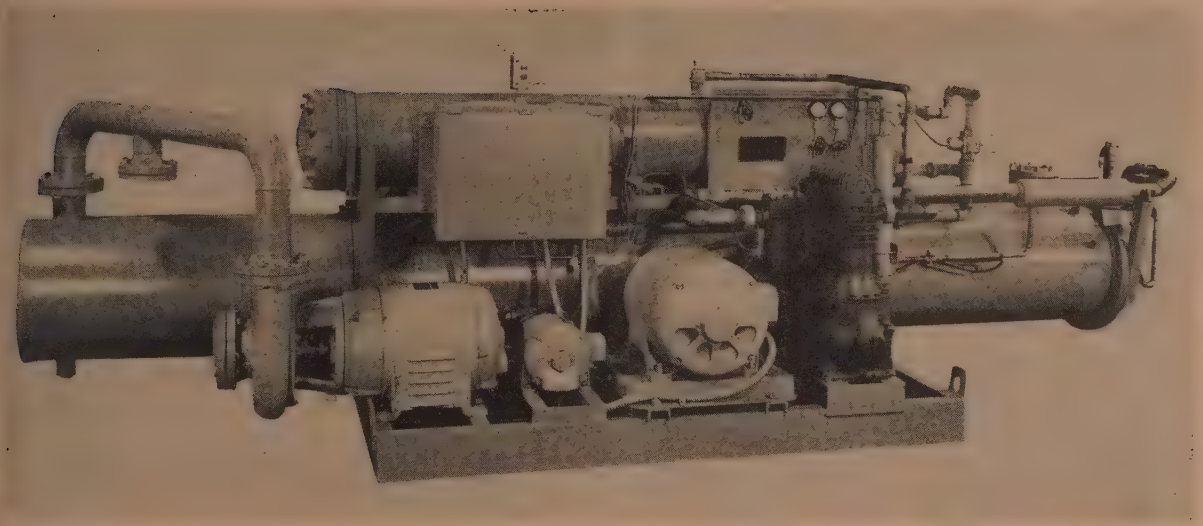

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# Japan Fishery Giants Seek Bering Sea Reduction O.K.

● Despite some technical difficulties associated with large-scale utilization of fresh bottomfish for reduction aboard ship, the company operating *Ginyo Maru* in this service in Bering Sea has applied for permission to conduct a second venture of this sort; while the two largest fishing companies in Japan have asked permission to enter this field of fishery. They are Taiyo Gyogyo and Nippo Suisan.

Reports from the operations of the *Ginyo Maru,* conducted by Hokuyo Suisan K.K., say that her production rate during the early part of her season ran well below the planned 100 tons of meal daily, and that her period of activity would be extended to the middle of November, instead of ending with October, as originally planned.

The factoryship is supplied by eight sets of pair-trawlers and four boats fishing individually with gear which resembles a Danish seine in operation. Reports from the Bering Sea indicated the pair-trawlers were proving the more effective gear. They fish close to the factoryship and pass the filled cod ends of their trawls directly to the larger vessel for unloading. The Danish seine boats, on the other hand, work farther from the factoryship and brail their fish aboard, later transferring them to the reduction vessel.

Reports indicated that the catches had been somewhat disappointing in composition, with smaller percentage of Alaska pollock than had been anticipated.

● The fish meal plant aboard the vessel is of Danish manufacture and consists of helical and compressed air conveyors, cooker, press, pre-dryer, trommel dryer, weighing and bagging machinery. Fish are fully processed in three hours, with the stickwater being concentrated and added to the meal.

It was reported early in the operation that some trouble was being encountered because the very fresh fish delivered to the plant produced a meal that was too fluffy and light in proportion to its bulk. This was remedied by leaving the fish on the deck of the factoryship up to 24 hours. Another difficulty has developed as it has been found that addition of the concentrated stickwater brings the salt content of the finished meal above the 2% allowed by present Japanese export standards. The operators have asked the Japanese Fishery Agency to modify the standards to permit 3.5% salt content in meal made aboard ship, and the Agency is reportedly ready to make this change if the operators can certify that European buyers will accept meal of this quality.

The first carrier to take fish meal from the factoryship, the 3,600-ton *Eisei Maru* reported that transfer of meal to the carrier has been badly hampered by rough weather and rain.

The *Ginyo Maru* has reported being passed close aboard on four occasions by large Russian trawlers, one of which observed the fleet's work for two days from such short range that it had to be requested to get out of the way. Three of the four Russian boats had their gear under cover and showed no signs of recent fishing activity. The fourth had fish on deck.

The Japanese Fishery Agency is inclined at present to discourage any expansion of high-seas fish-meal production until it is made clear from the *Ginyo Maru's* experience that such enterprises can be made to pay. This type of operation has several tempting advantages from the Japanese point of view. It yields a product for export, utilizing a high-seas resource which is believed to be of great magnitude, which is little exploited at present, and which has not become the subject of international controversy. It also offers a chance for profitable fishing to small trawlers, with which Japan's home fishing grounds are overcrowded. On the other hand, the importation of the necessary machinery requires a large allotment of foreign exchange, and the world market for fish meal is unstable at present with fluctuating prices making the export prospects uncertain.

# Poor Fall Shrimp Fishing Switches Trend to Alaska

● Surprising rise of Ocean Pink shrimping in the Pacific Northwest was checked sharply in the early fall as the rocketing business "failed to go into orbit" for the fall production period.

Catches were cruelly disappointing in September, with some of the best producers of the spring month putting into Grays Harbor after four days fishing with fares running from 12,000 lbs. down. That's shrimp. The catches of dogfish were fantastic. Maybe they were looking for shrimp too.

With seven plants operating in the late spring, and each needing at least five boats, such scanty fishing made it extremely difficult to keep the fleet dragging — particularly when the attractions of an Albacore fishery flared.

Following the early fall strike of 1957 the boats found excellent shrimping in September. Not so this season. Why? Oh, blame it on the warm water at sea; that seems to be the popular thing to do, and maybe it's the *right* thing also.

● The flop of Ocean Pink shrimping in Oregon and Washington waters this summer and fall gave a lot of leverage to the Alaska movement, and at press-time it seemed a sure bet that there would be five canneries, mounting six peeling machines, in operation in Alaska this fall.

Largest installation was believed to be that of King Crab Inc., in Kodiak with two machines moved up from Grays Harbor.

Whitney & Co. was reported installing a one-machine set-up in its integrated cannery and freezing plant at Seldovia.

William F. Smith of Wrangell, where he has been operating a shrimp peeling and canning plant since last season, is reported to have purchased the Superior Packing Co. property at Tenakee, off Chatham Strait, and to be equipping it with one peeling machine, in addition to his installation at Wrangell.

Counting the Harbor Sea Food Co. cannery at Wrangell, this gives an Alaskan total of five plants equipped with three Peelers and three Skrmetta machines.

Advocates of Alaska shrimping believe that the resource there will prove dependable and stable. This certainly has been the case in the Petersburg and Wrangell areas, where the shrimp fishery have supported a cold-pack business for decades.

# An Alaskan Predicts

**A Letter from**
**W. O. SMITH**
**Ketchikan, Alaska**

I was greatly interested in *Pacific Fisherman's* comments on Alaskan statehood and Alaska fisheries in your August issue.

Your time table for transfer of control of Alaska fisheries could be right. On the other hand it could be entirely wrong, and misleading.

You have blandly assumed that the State of Alaska will meekly await action by the Secretary of the Interior in certifying the state legislature has met the conditions imposed by the Act of Admission.

Some of the best legal minds in the country have stated that the provision retaining Federal control of Alaska's fish and game is clearly unconstitutional. It may well be that the State of Alaska will take immediate steps to bring about a test of the constitutionality of this provision.

In my opinion your assumption that action against fish traps will wait upon transfer of control is entirely erroneous. I will predict without reservation that fish traps will not operate in Alaskan waters next year.

The operators of traps should be amply warned of this possibility in order that they may have ample time to meet the changed conditions.

Your comment "that the Statehood Act imposes no restrictions or specific limitations upon the state with respect to administration of fisheries" may be the key to state action against traps. In fact it is doubtful whether Congress has the power to impose any such limitations. Alaska as a state is a different proposition than Alaska as a territory.

The State of Alaska can, under its police powers, prohibit the use of fish traps "for the welfare of its people" without disturbing the question of control. Of course the trap operators can seek court action to prevent the state from enforcing such a prohibition. I am sure that the state would welcome the opportunity such action would provide to put the entire provision to the test of constitutionality.

Your comment that "the Act seems to spell out the policy that the fisheries are to be administered, managed and controlled as a national resource and in the national interest, rather than as a resource of the state"—is completely refuted by the specific extension of the Submerged Lands Act of 1953 to the State of Alaska with the further provision that the State of Alaska shall have the same rights as do existing states thereunder.

The Submerged Lands Act expressly and unequivocally gives the states title to and ownership of the submerged lands to the three-mile limit, to the waters over those lands and to the natural resources in the lands and waters, expressly including fish and shellfish, with the right to manage and control those resources.

Congressman Pelly has been informed time and again that the Constitution of the State of Alaska, as well as the Constitution of the United States, gives adequate protection to the rights of non-resident fishermen. I can only conclude that Mr. Pelly is keeping this issue before the people of Washington for political reasons.

# C. R. P. A. Control Shifts

● Transfer of the controlling interest in Columbia River Packers Association, Inc., Astoria, Ore. one of the largest fish processing firms in the nation, with headquarters at Astoria, was announced today by T. F. Sandoz, president.

Transamerica Corporation has held a controlling interest in the Company since 1946. Transamerica has agreed to sell at $21 per share approximately 65,000 shares of Columbia River Packers to other parties, including Castle & Cooke, Inc., Honolulu, Hawaii, presently one of the larger shareholders of Columbia River Packers, and a prominent group in Oregon business circles, including Ted R. Gamble, president of KOIN-TV, Portland, a director of The First National Bank of Oregon, active in many other Northwest enterprises, and former chairman of the board of Columbia River Packers; Thomas W. Dant, chairman of Dant & Russell, Inc., and a member of the board of directors of Columbia River Packers; Robert Dant of San Francisco, prominent lumberman, a former partner in Dant & Russell, and one of northern California's most active realtors; and C. Howard Lane, vice president and general manager of KOIN-TV, who is active in Oregon business and civic affairs.

Castle & Cooke, Inc. became a substantial shareholder of CRPA in 1956 when the Astoria company acquired, through merger, Hawaiian Tuna Packers, Ltd., a Castle & Cooke subsidiary. Malcolm MacNaughton, executive vice president of Castle & Cooke, and former president of Hawaiian Tuna Packers, has, since the merger, been serving as a director of Columbia River Packers.

Mr. Sandoz said that the company has mailed to its shareholders its offer to buy from them up to 109,275 of its 379,275 outstanding shares with a view to reducing its outstanding stock to 270,000 shares. These shareholders are being offered exactly the same price as is being paid to Transamerica. Transamerica Corporation, which owns more than 275,000 shares, has agreed to sell from its holdings the number of shares required to make up the difference between the number of shares purchased from other share holders and the total of 109,275. When these transactions are completed, the new investors will also have an option to purchase all, or any part, of the remaining shares which will then be owned by Transamerica Corporation.

All shareholders as of record October 1, 1958, receive a dividend of 50c a share, payable on October 6, 1958.

Speaking for management, Mr. Sandoz said, "We are gratified by the confidence in the company exhibited by this group of businessmen. During the past twelve years under Transamerica Corporation control the company has enjoyed one of the most prosperous periods in its long history. We value the contribution that F. N. Belgrano, Jr., president of Transamerica Corporation, has made to the growth and development of our company and are pleased that he will continue to serve as a member of our board. Transamerica Corporation's cooperation in making this transaction possible is indicative of their continuing interest in the economy of this area."

Mr. Sandoz stated that the contemplated change in stock ownership would not affect the management personnel or polices of the company.

Columbia River Packers operates in Oregon, Washington, Alaska and Hawaii, with its fish buying system extending far into the western Pacific. It is one of Oregon's oldest corporations—its history going back to the late 1890's. Its *Bumble Bee* Brand of canned and frozen seafoods is well known in the markets of the principal population centers of the nation.

**Sea-Going Salmon Chiller** — The seawater refrigerated power scow **Jimbo** of the Alaska Packers Association's Bristol Bay fleet, showing some of her distinctive features. Condenser of her Refco refrigeration system is seen in the main deck level opening in the house at the extreme left. Below the booms are seen drums of the Marco tackle for discharging gillnet boats. Vertical fish elevators rise on either side of the foredeck. They discharge by flume to the central distribution hopper supplying a six-way manifold chute system serving the six refrigerated seawater cargo compartments. The six water-tight rack-and-pinion gates shown are matched by six more on the port side Gates, elevators and distribution system are by Flohr & Co. Metal Fabricators.

# How Can You Make It, Fishing 8 Days a Year?

## "Jimbo" Seeks the Answer In Refrigerated Seawater And Fast, Easy Handling

● Immediate refrigeration of Bristol Bay Red salmon as fast as they can be delivered by the gillnet boats is *Jimbo's* answer to the critical problem of how to make a Bristol Bay canning operation pay on 8 days of fishing a year—two days a week for a 4-week season.

*Jimbo* is a big 105′ power scow which went to work in June for the Alaska Packers Association in the North; and which will return to serve its Semiahmoo cannery on Puget Sound during the Sockeye run late this summer.

She is fitted to take her fish fast from the boats, and with a minimum of demand on the men; and then to keep the salmon firm and bright, sound and sweet in refrigerated seawater until they are canned.

*Jimbo* is big, and so are her facilities. The steel tanks on deck, divided into six compartments, each capable of being refrigerated independently, have 9,000 cu. ft. of space, which should permit her to carry around 70,000 Reds in chilled seawater.

Refrigeration Engineering Co. was the prime contractor for Alaska Packers Association, handling all the engineering and coordination of the complete job. The refrigeration system consists of two Refco SWC 2500 seawater chillers, each served by a York 4-cyl., V-type ammonia compresser driven by a 60-hp. Graymarine diesel engine supplied by Apex Marine & Equipment Co., Seattle. The engines are freshwater cooled with Sendure heat exchangers.

Power for propulsion is furnished by a pair of D-17000 Caterpillar diesels, each delivering 135 hp.

● *Jimbo* is equipped to receive and carry her fish in chilled seawater, the modern manner of protecting quality. More than that, she has advanced facilities for shipping her load without damage to the salmon.

Thus she is equipped with two vertical bucket elevators into which fish can be pitched or brailed, and in addition has a "Marco" hydraulic Burtoning salmon handling system which picks up brailer loads of fish from the gillnet boats alongside and discharges them into the distribution system atop the tanks.

The bucket elevators, the seawater chilling tanks themselves, and the distribution system all were manufactured by Flohr & Company Metal Fabricators, who rate the bucket elevators at 20,000 fish per hour. The six seawater chilling tanks are each served by two water-tight rack-and-pinion doors for quick sluicing discharge into the hopper of the cannery elevator.

As the salmon reach the distribution system above the tanks, whether from the elevators or the "Marco" tackle, they are diverted by chutes into tanks readied to receive them and partially filled with low-temperature seawater.

In her pilothouse *Jimbo* is also modernly equipped, with a Bendix radar and Wilfred O. White "Surecho" depth sounder.

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70,000 fish, worth an estimated $110,000. The *Otard* happened to be in the right spots at the right time, but no one would make the claim that Roberts' success was simply due to luck.

There were several other boats that took an amazingly large number of Sockeyes. There was Nelson Bros. Fisheries' *Ribac,* Tom Ossie, credited with 63,000 fish, and the same company's *Departure Bay* 3, Tony Roberts, was another high boat. Several B.C. Packers seiners took from 50,000 to 60,000 fish.

● Some of the other big scorers, most of them delivering their catches to Canadian Fishing Co., were Tony Brinich whose *Pacific Pearl* caught 47,000 salmon valued at $68,000; Tony Anzulovich whose *Northland* took 48,000 fish valued at $63,000; John Farac whose *Cape Chacon* accounted for 48,000 fish at $62,500; N. Jordan whose *Eastland* caught 43,000 fish, $62,000.

The Martinolich brothers took in about $113,000 between them. Allen's *Marsons* caught 62,000 fish and George's *Marlady,* 55,000.

Harold Hendriksen's *Ocean Pride* grossed about $60,000 on a catch that totalled more than 37,000 salmon.

● So much for the seiners. The gillnetters did exceptionally well, too. The records of one company show that four gillnetters took in $30,000 for their catches between August 16 and September 8. They were Harry Thompson, with *Lady Gladys;* Eddy Thompson, *Buccaneer Spray;* Robert Jacobson, *Darlene Jean;* Gengi Otsu, *Georgia Star.*

There were several days when the Canadian fleet caught 1,000,000 fish. During a two-week period men in several seiners were cashing as much as $12,000.

What was all this worth to the fishermen? James Sinclair, president of Fisheries Association of B.C., put the figure roughly at more than $21,000,000 for the B.C. Sockeye catch alone. A similarly generous catch of other grades was expected to account for an additional $7,000,000, and fresh fish sales a further $3,000,000, or a total of some $31,000,000, actual income to the fishermen.

The size of the run, its delayed arrival, its departure from the usual migratory course and other factors made this season a memorable one for officials of the regulatory agencies as well as for the fishermen and packers. For the Canadian fisheries department the situation made it desirable to have officials in several places at once, if at all possible; and since it wasn't they had to do the best they could, which was generally regarded as highly satisfactory.

● Except for the delaying tactics of the Sockeyes, which was something no one could have been expected to anticipate, the season ran pretty close to form as charted by the International Pacific Salmon Fisheries Commission staff. Their estimates of total catch were exceptionally close to the mark, and apart from the accuracy of their predictions they could well afford to take a bow for the season's striking demonstration of the successful restoration of the Fraser River fishery. Of the total Canada-U.S. Sockeye catch it was estimated that about 12,000,000 were part of the Adams River run.

To obtain a satisfactory escapement was a continuing problem. At September 18 the Adams River run, to all intents and purposes, was still outside the river. On the same date in 1954, the previous cycle year, 1,500,000 Sockeyes moved into the Fraser in 24 hours. However, since the Sockeyes had been a week late in reaching the commercial fishery it wasn't surprising that they would be tardy in reaching the river, too. Most of the indications were that eventually the escapement would materialize as planned. Escapement on the earlier runs was generally excellent.

# Hard Work, High Price, New Areas Raise Mild Cure Pack

● Intense efforts to meet a strong demand for mild cured salmon during one of the poorest seasons for King salmon in the history of the troll fishery apparently paid-off, with a pack to early fall estimated as more than 1,000 tierces above that of 1957.

How could this be?

1. *By paying the highest prices in history* for splitters, creating incentive for vessels to fish hard, to stay with trolling in spite of a good Albacore showing, and to prospect for better fishing elsewhere.

2. *Through development of new mild cure areas* in Alaska, one at Port Moller on the north side of the Alaska Peninsula west of Bristol Bay, and one at La Touche, utilizing a run of excellent troll King discovered among the islands screening Prince William Sound and presumably the feeding area for the substantial King salmon populations running to Cook Inlet and the Copper River.

3. *By curing more Silvers,* of which more than 1,120 tierces were cured to early fall, partly as result of the extraordinary demand for mild cure and partly due to the superlative character of the 1958 Silvers, which were big and fat far beyond normal.

● Actually it was these Silvers which accounted for the increase in production, the other factors cited above merely serving to offset the scarcity of fish and to balance the season with the record low of 1957.

Just why the Silvers this season were so good is one of those mysteries which are forever associated with salmon. The fish were big, deep, fat and desirable in every category, even as to quantity.

Save perhaps for British Columbia, all areas appear to have particpated in the increased production of mild cure for 1958. Some splitting was still being done at presstime, and for that reason actual figures are not being cited. However, it seems sure that Alaska is well above 3,000 tierces; Puget Sound rather close to that figure, including a few tierces of Chums; British Columbia about 500; and Oregon and California uncertain, but believed to be doing better than in 1957.

Oregon in particular has emphasized curing this season, stepping-up its pack to levels well above the average for a good many years back.

# STANDARD ENGINEER'S FIELD REPORT

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## 10 year old diesel has all original bearings

Skipper Albert Anderson of the M/V Midway says he's never had any trouble with his 165 h.p. Gray diesel in six years of using RPM DELO Oil and Standard's diesel fuel. The 10-year old engine still has all original bearings and, at time of last overhaul, Mr. Anderson reports rings were clear and free..."the engine was clean and in very good condition."

The Midway ranges out of Seattle as far south as Mexico (for tuna), and north to Alaska (after halibut). After six years of such runs on Standard's diesel fuel, Mr. Anderson says, "The diesel fuel always gives me full power and it's so clean I change strainers just three times a year."

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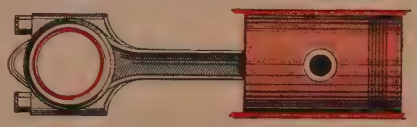

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**Sun King** as a seiner, her bow sheer raised, her house shortened and her largest-size Puretic power block hauled to the point of her 44′ boom. Note the shorter brailing boom, a specialty in power block tuna seining.

Accompanying photos show the two power skiffs which play an essential part in the **Sun King's** seining. One shows Capt. Larry Zuanich, left, holding against the smaller skiff as it comes aboard.

The third view shows the big tail skiff being hauled aboard the giant turntable, with the Northern Dragger winch seen in the background. Extra Momoi nylon web for the net is flaked-down on the turntable.

# Clipper-to-Seiner—

# "Sun King" Conversion Pays-Off

● Usually, when tuna fishing vessels are converted from one type to another, as between clippers and purse seiners, the conversion is from seiner to clipper.

The case of the *Sun King* is the reverse.

Having been converted from a clipper to a seiner last year, she has gone through her first twelvemonth's fishing to the thorough satisfaction of her owners, including her managing owner and skipper, Larry Zuanich of San Pedro.

*Sun King* is fishing in South American waters for Star-Kist Peruana. Her crew consists of about two-thirds Peruvian fishermen.

Between January 1 and mid-September, the *Sun King* had landed about 33% more Skipjack and Yellowfin than most San Pedro-based boats. Granted that her trips are shorter because she delivers her catches to Peru, this is still an excellent record, and reflects the good judgment of the men who planned and executed the conversion work.

Why convert from clipper to seiner?

Largely for personal reasons. Capt. Zuanich has fished with both bait-boats and purse seiners, but has always considered himself more successful as a net fisherman. He wanted a purse seiner, and was able to get the *Sun King* at a sheriff's sale in San Diego for a price that enabled him to have the conversion work done and still come out with a lower cost than building a comparable boat all new.

### Result: An Up-to-Date Seiner

The *Sun King* conversion job was complete, and made the vessel a thoroughly modern fishing boat. Planned by Arthur DeFever, marine architect of San Pedro and San Diego, the heavy work was done by Campbell Machine Inc. of San Diego.

The *Sun King* was first built in 1947 by Tacoma Boat Building Co. She is all steel, 112′ long, 26′ 8″ beam, and draws 13′. She has a carrying capacity of 250 tons.

In the conversion, her racks and bait tanks were removed. The boat had been heavy, and when the bait tank came off she gained considerable buoyancy. Considerable change was made in her wells and hatches, with the result that she gained refrigerated storage space to make up for loss of the bait tanks. One well, which had been used for storage of miscellaneous items, became refrigerated storage space.

No change was made in her refrigeration equipment, which was Kohlenberger make.

### Higher Bow for Heavier Seas

Her bow was raised, or rather straightened; for she had almost a plunging sheer forward. This made the all-steel boat better able to take higher seas. She was given more deck-space by cutting back some of her deck

structures. The bulwarks in the stern were lowered, and a stern roller and turntable installed.

In the engine room, a new crankshaft was installed in the engine, a 550-hp. Washington diesel; but no other engine work was necessary. The original tail shaft, an International Nickel monel unit, was left in place, in the existing rubber bearings. She kept the same wheel.

**New Mast and Boom**

A new mast was installed, and a new boom, both steel, the boom measuring 44′ and surmounted by a Puretic power block, the largest size available, which was supplied by the Fishermens Co-Operative Association of San Pedro.

In fishing operations, the larger boom on which the power block is mounted is usually held steady over the net, and a smaller boom is used for brailing. *Sun King* is fishing only for Yellowfin and Skipjack, not for sardines or mackerel.

**Net Specifications**

*Sun King's* new net is composed of Momoi nylon twines, supplied through the Momoi Company, Inc., Los Angeles, U.S. representative of the Momoi Fishing Net Manufacturing Co. of Japan. Ben Ichiyasu is manager of the Los Angeles subsidiary.

The overall size of the net is 500 fathoms long and 65 fathoms deep, made from 4″ (stretched) mesh high-test nylon tuna twine. A special treatment was given the twine to minimize the softening tendency of nylon in water, and to protect it from ultra-violet rays of the sun.

The net is composed of 37 horizontal strips, each 100 meshes deep and 100 fathoms long. No. 48 twine is used for the bunts, No. 60 for the selvages, and No. 36 for the balance of the net. The purse line is steel Bethanized steel rope, supplied by Bethlehem Steel Co. through Marine Hardware Co. of San Pedro. Marine Hardware also supplied the Plymouth Manila rope for the boat.

A Northern dragger winch was installed by Campbell Machine Inc. in the course of the conversion.

**Two New Skiffs**

Two new power skiffs were built specially for the new *Sun King* by Mardesich Cabinet & Boat Works of San Pedro. Each was equipped with a 4-cyl. 60-hp. Ford diesel engine, supplied by Fellows & Stewart of Terminal Island, Calif. The skiffs measure 26′ and 16′.

The smaller skiff is used when necessary to keep the vessel straight into the swell, for safer and faster netting, while the larger skiff works with the net. The larger skiff has a 2:1 reduction, the smaller a 1½:1 through a Walters V-drive.

The converted *Sun King* has hung up an enviable record in the two seasons she has fished off South America, showing again that a modern (or modernized) vessel, with up-to-date equipment, and in the hands of a good skipper, is still a profitable venture.


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# California Bait-Boat Fleet Follows Albacore Fishing Northward to Oregon

● Most surprising aspect of the Pacific Northwest's surprising Albacore season was the appearance in September of a substantial fleet of large California clippers off the Oregon coast, where they found productive fishing.

Just how many, and which, clippers worked the Longfin schools off the Oregon coast is not altogether clear, but they did include several vessels of the "Jangaard fleet", plus such other craft as the *Sun Hawk*, and an indeterminate number of bait boats and "baby clippers" ranging up to 112-footers.

The California fleet consisted almost wholly of vessels using bait. The smaller jig boats stayed south, and were joined there by a good many trollers from northern waters.

● Evidence indicates that most of the larger California craft could be expected to take their catches south for market, although some had been delivered to Astoria canneries before the last week in September.

Probability is that many fish from Pacific Northwest waters will be listed among the landings in Southern California.

Extent of the bait boat operations in Pacific Northwest waters was indicated during the week-end of Sept. 13-15, when 20 bait boats sought shelter inside the Columbia River entrance from a sudden gale. Identification of all the vessels was not possible, as they remained barely inside the river in order to protect their bait from the fatal effects of fresh water.

Half-a-dozen or more risked their bait and ran up to Astoria briefly to replenish fuel supplies; and the *West Point* to discharge 65 tons of tuna at the Elmore Cannery of the Columbia River Packers Association.

Excellent bait anchovies were reported available in adequate volume inside the river and off the sandy beaches north and south of the entrance.

Most of the Pacific Northwest baitboat operations seemed to be concentrated 80 to 100 miles off the Oregon coast. On the other hand, the *West Point* is said to have been north of the Columbia when she had her big day, in which she took 3,300 Albacore.

● Deliveries of Albacore to Astoria fell off sharply following the mid-September storm, and at time of writing fishermen were still unsure as to whether the fishing was on a definite decline; or whether mid-autumn might bring additional good fishing further and further south, as has occurred in several past seasons.

## Japanese Study Tuna Resources Near Hawaii

Japan's Fishery Agency this summer dispatched its 602-ton research vessel *Shoyo Maru* for a two-months study of possible tuna fishing grounds in the eastern Pacific in the vicinity of the Hawaiian Islands.

The agency's policy is to develop new long-range tuna fishing areas to which the Japanese fleet can be directed in order to stabilize the pressure on already-exploited areas.

As soon as her eastern Pacific assignment is complete, *Shoyo Maru* will be dispatched on an exploratory mission to the Atlantic.


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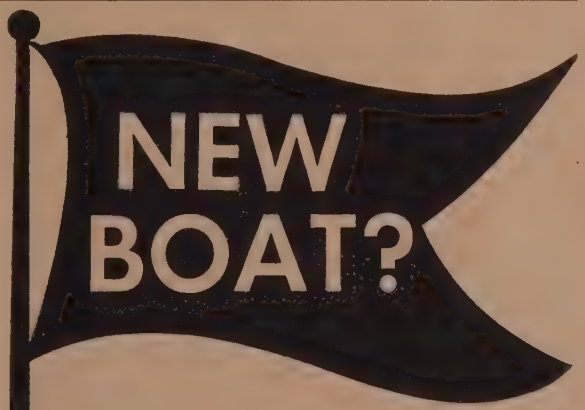


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# 12-Mile Limit Generates Heat Around the World

● Pressure to seek settlement of the 12-mile-territorial-sea-for-fisheries controversy on a political rather than a technical basis seems to be building up across the world.

This pressure is evident in the form of the repeated suggestions that the matter be brought to determination in the General Assembly of the United Nations, rather than at a new "Geneva" conference convened to deal specifically with the problem.

● The General Assembly called the 1959 Geneva Conference because it felt the Assembly lacked the technical competence to deal with the subject. However, after nine weeks of discussion the Geneva Conference on the Law of the Sea failed to agree on the width of the territorial sea and extended jurisdiction over fisheries.

It is suggested that the General Assembly might convene a second Geneva to study these matters further.

● Iceland in unilaterally extending its jurisdiction over fisheries to 12 miles from a headland-to-headland baseline apparently seeks to force a decision by the General Assembly itself. One press writer in Iceland expresses it thus: "Iceland has always contended that the United Nations General Assembly should determine the Law of the Sea. After the Geneva conference it can no longer be said that specialists have not sufficiently dealt with this question."

● On the other side of the world, and with respect to the related Quemoi controversy triggered by Communist China's declaration of extended sovereignty to 12 miles, the Japanese fishing industry does not hesitate to express rather openly a desire that the matter of a 12-mile limit be settled by national vote in the General Assembly of the United Nations—and that as soon as possible.

At a recent meeting of the Greater Japan Fishery Society a resolution was passed in advocacy of action by the U. N. General Assembly.

This position is taken by the industry in spite of the fact that the Japanese government would surely adhere to the traditional doctrine of the three-mile limit "for the time being, if not forever," as one writer puts it.

Soviet Russia, which espouses the 12-mile limit, except in special cases where the territorial sea is even wider, presumably encouraged the People's Republic of China to reach out to 12 miles.

● Iceland's position on uninlateral extension of her fishery jurisdiction to 12 miles was immediately and roundly attacked by the Western European Fishery Conference, which expressed "greatest displeasure" in a resolution which said in part:

"The Icelandic Government decree is a clear offense against International Law. The West European Fishery Associations concerned therefore protest most strongly against this uninlateral action by Iceland and request their Governments to take the necessary measures to ensure that fishing vessels may as hitherto, fish up to the limits previously agreed off the Icelandic coast. The representatives of the West European Fishery Associations resolved unanimously that:

"Because several other countries have much older historic rights in these waters than the Icelanders, Iceland's claim to a 12 nautical miles fishing limit is without foundation. These other countries have fished there since the 15th century.

"It was only just before the First World War that Iceland began fishing with steam trawlers in the waters now claimed by her. Before the turn of the century only coastal fishing, near the coast, was carried on by Iceland, and that with small vessels. Therefore the countries who have fished off Iceland cannot give up their legal rights to fish these grounds."

● The position expressed by the Western European Fishery Conference is closely akin to the "Historic Rights" doctrine espoused at Geneva by much of the American fishing industry, which contended that historic fishing rights must be respected in any extension of fisheries jurisdiction by a coastal nation.

# Two More Calif. Tagged Albacore Recovered in Fishery Off Japan

● Two more California Albacore tags this summer gave evidence of the all-Pacific character of the Albacore population.

They were worn by fish tagged close to the California coast, one in September, 1956, and the other in July, 1957. Both were discovered off Japan in June, 1958.

Among the significant aspects of the recovery was the evidence from the July-and-June tagging and recovery that the circuit of Earth's greatest ocean is not correlated with the seasons of the calendar year.

The 1958 recoveries to time of writing raised to five the tagged Albacore which has crossed the Pacific from American waters to those fished by the Japanese in the Far East.

In addition, two California tags have been recovered in the vicinity of the Hawaiian Islands, thus heavily discounting the long-held theory that there were several distinct populations of Albacore in the Pacific, of which one frequented waters off the west coast of Mexico and the Pacific state, another in the area of the Hawaiian Islands, and a third the Pacific south and east of Japan.

● Another notable aspect of the California Albacore tagging's results is that 17 fish have been recovered along the North American coast one and two years after being tagged. Inasmuch as the Longfin tuna disappear utterly from these waters during much of the year, the 17 delayed recoveries may be taken as indicating that the fish tend to return to Pacific coastal waters in successive seasons.

## Seiner Saves Weeks On Crank-Pin Repair

A new method of grinding crankpin bearings saved the purse seiner *St. George II*, San Pedro, eight weeks of layup time and about $8000, it was reported last month by Giant Crankpin Service of Los Angeles.

A fouled crankpin aboard the 94' *St. George II* was repaired in a little over 24 hours by the new method. Two years ago the same job on the same boat took eight weeks and cost $8000.

Giant Crankpin Service did the work, on order from Western Engine Service Co. of Terminal Island, Calif. The *St. George II* is owned by Anthony Pisano, with Pancrazio Unoso as skipper.

## "Western Pride" Sold

*Western Pride*, an 85' purse seiner, has been sold to W. C. Packwood of Long Beach by John Mezin of Riverside, Calif. Nick Mezin of San Pedro and Hervey Petrich of Western Boat Building Co., Tacoma, Wash., built the vessel. She is rated at 118 tons gross.

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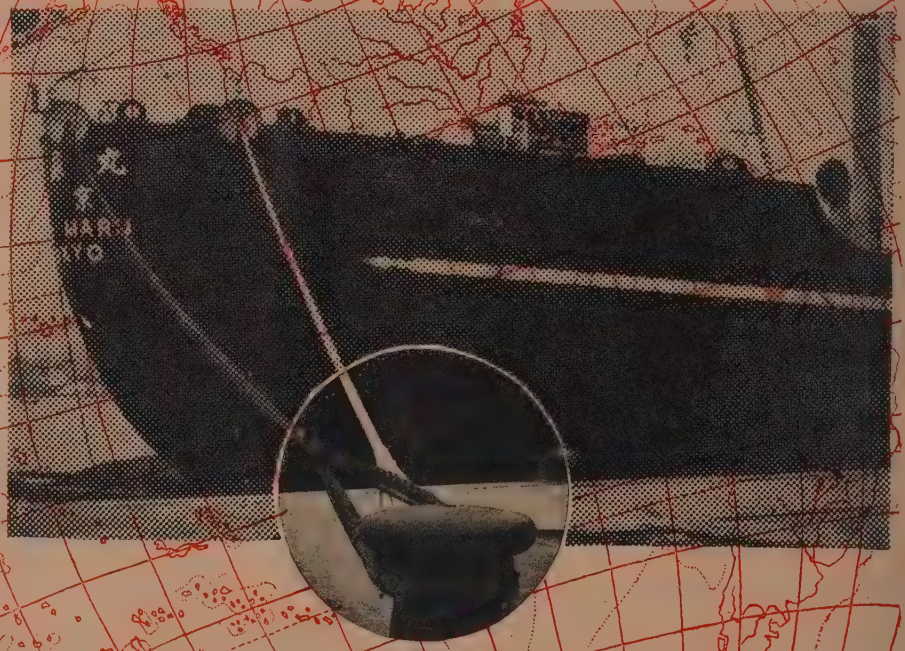

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**Badly burned** a year ago, **Marine Girl** has been rebuilt as a handsome combination seine and halibut vessel, and repowered with a 220-hp. General Motors diesel, supplied by Hoffars Limited of Vancouver, B. C. She is owned by Matt and Jack Farac and resumed fishing this season.

# Kodiak, Kenai, Cook Inlet Areas Give Good Shrimping

● Prospecting for shrimp in Central Alaska waters, as reported by the Bureau of Commercial Fisheries exploratory vessel *John N. Cobb* in September, did a lot to blow away the clouds which followed poor shrimping in Pacific Northwest waters.

The *Cobb's* investigations showed heavy fishing in some spots, notably Kachemak Bay, where one-hour drags produced from 1,480 to 3,540 lbs. of Ocean Pink shrimp, with good quantities of sidestripe and coonstripe varieties ranging from 27 to 53 to the pound.

Catches made during the explorations demonstrated that large concentrations of shrimp are available in Central Alaskan waters. In contrast to the shrimp grounds off Washington and Oregon, which yield only small pink shrimp, good catches of larger shrimp species were taken.

A total of 109 shrimp drags was made during the explorations, at depths ranging from about 15 to 150 fathoms. Most drags were 30 minutes with a 43-foot Gulf of Mexico shrimp trawl; however, a 70-foot shrimp trawl was occasionally fished.

The shrimp exploration was the fourth shrimp survey to be conducted by the Bureau of Commercial Fisheries in 1958; three previous cruises having been conducted offshore from the Washington and Oregon coasts earlier this year. The Alaska survey was carried out in cooperation with the Service's Alaska Bureau of Commercial Fisheries and the Alaska Department of Fisheries.

Exploratory shrimping was carried on in the following areas, with hourly catches in pounds ranging up to the figures given following the names of the areas:

Cape Douglas, 1,200; Nuka Passage, 1,560; Nuka Bay, 900; Port Dick, 1,440; Marmot Bay, 2,800; Outer Izhut Bay, 2,600; Kukak Bay, 950; Uganik Bay, 1,000; Alitak Bay, 1,800; Raspberry Strait, 650; Shelikof Strait, 600.

## San Pedro Fishermen Choosing Union

Voting to decide whether San Pedro, Calif., fishermen are to be represented in owner deals by the ILWU Local 32 or by the AFL Seine & Line Fishermen's Union was under way last month in the California port.

The election was ordered by the National Labor Relations Board in Washington, on petition by the ILWU.

Three results could come out of the election: Either virtually all San Pedro seiners would be represented by the ILWU union; or by the AFL-CIO Seine & Line Fishermen's Union; or the status quo, with both unions in the field, could be continued.

The balloting will probably be spread over a period of time, as many of the boats involved are out fishing.

## Carl Hanken Delivers Albacore at Astoria

Capt. Carl Hanken, one of the fishin'est fishermen on the Pacific Coast, startled Astoria, Ore., early in September when he brought his 112' clipper *West Point* into the Columbia River with a load of 165 tons of North Pacific Albacore aboard. Capt. Norman Head is skipper of the craft, Capt. Hanken being managing owner.

The vessel was 50 days out of her home port at San Diego, but had taken most of her catch in Pacific Northwest waters, 3,300 fish of the cargo coming aboard in a single day, August 19, when the *West Point* was fishing 85 miles west-southwest of the Columbia River lightship.

*West Point* discharged about 65 tons of her load at the Columbia River Packers Association's Elmore cannery and then put to sea to get some more, hoping to fill her wells to their 212-ton capacity.

## "Courageous" Clipper Thwarts Storm

A storm story with a happy ending was written off Baja California last month when the *Courageous*, a 131', 325-ton clipper out of San Diego battled winds said to have risen to 150 mph, and rode to safe harbor in Magdalena Bay after suffering considerable damage.

The storm swept away both skiffs, all lines and light anchors, all rails and racks, and two heavy rigging boxes, but Skipper Manuel Souza brought her through wind and mountainous waves to Magdalena. Last reports said she was taking on bait in the Mexican port and would resume her fishing cruise, using skiffs borrowed at Magdalena.

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Harry (left) and Angelo Urbani, co-owners, with their brother Rex, of the Northern Light. The 50-foot trawler, with a 14-foot beam, is fishing for bottom fish out of Noyo Harbor, Ft. Bragg, California. She's powered by a 1200 RPM 150 HP (continuous) Murphy Diesel which swings a 38 x 30 propeller.

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## "West Isle" Wins Seining Contest in Canada

● Capt. Peter Veljacic's seiner *West Isle* won first place for fast and efficient purse seine handling in the August 3 Fishermen's Day at Deep Cove, B. C., a part of the B. C. Centennial program.

Jack Gregg won the contest for one-man gillnetter operation.

Seiners taking part in the competition in addition to *West Isle,* were *Quadra Isle,* Capt. Alfonzo Veljacic; *Western Warrior,* Capt. Johnny Watson; *Cape Canso,* Capt. Mike Kacich; *Western Producer,* Capt. Charlie Clarke, *Pacific Raider,* Capt. Albert Radil; *Waldero,* Capt. Walter Carr.

Among the gillnetters participating were *Garno,* manned by Jack Gregg; *Patty G.,* by Jack Bird, and *Packard,* by Ken Udy.

In addition to the seiners taking part in the races against time were several of the larger vessels operating in B. C. waters, such as *Great Northern* 3, Capt. Alex Young; *Northview,* Capt. Joe Katnich; *Corregidor,* Capt. Jack Bernjac; *Western Commander,* Capt. Walter Petersen; *Adriatic Star* by Capt. Mario Carr.

Prizes were presented by E. L. Harrison, representing the Fisheries Association, and Barry Mather, for the Centennial Committee.

## Troller "California" Sold

The 30' Monterey clipper-type troller *California* was purchased recently by Alan Richter from Jean Valleau of Avila Beach, Calif. The boat is powered with a Chrysler "Ace", 94-hp engine, has 3:1 reduction, flax bearings, Collins 50 watt radio and receiver and RCA direction finder. Three spool Pioneer gurdies, a crab winch and salmon and albacore rigging, complete the California's fishing equipment. Richter is from Green Bay, Wisconsin, and this will be his first season with the local fleet.

**Douglas W. Smith** is the recently appointed manager, wholesale distributor division, Standard Oil Co. of Calif., Western Operations, Inc. Mr. Smith joined Standard in 1915 and later worked in a number of marketing capacities before moving to Seattle where he held a succession of sales positions before returning to San Francisco as superintendent of fuel oil sales.

## Olympic Trawl Meters Tested in Europe

Trawl meters developed by the Olympic Instrument Company, Vashon Island, Wash., are currently undergoing tests in Europe. The meters, which operate on a principle similar to those used by northwest trawl fishermen, have several new developments which may make them a desirable item for large ocean going trawlers. The latest model, constructed to handle cable from ½" to 1" in diameter plus splices, uses a remote reading system so that the meter indicator is permanently mounted in front of the winch operator. This is necessary because the large winch drums prevent direct reading from the metering unit mounted on the warps. The new meters are being tested by large ocean going trawlers fishing out of Hull, England.

## Halibut Fleet Queen Has Busy Schedule

Miss Astrid "Trudy" Anderson, chosen "Queen of the Halibut Fleet" at the Halibut Fishermen's Wive's Association annual banquet, has been a very busy girl. After a hectic 10 days being a princess in the Seattle Seafair, Queen Trudy left for Ithaca, N. Y., as a delegate to the Luther League convention.

Following the convention, Queen Trudy went to Chicago where she was met by Gershon J. Feigon of Midcontinent Sales Co., whose firm handles distribution of halibut in the midwest from Seattle Seafoods, Inc. As a guest of Mr. Feigon and in company with other distributors, she was shown some of the sights of Chicago and appeared on a local television program.

The next day, representing the Halibut Industry of the Pacific Northwest, Queen Trudy presented greetings and a 42 lb. halibut from Seattle's Mayor Gordon S. Clinton to Mayor Richard J. Daley of Chicago.

After a luncheon with wholesale fish and food distributors, Trudy spent the afternoon touring the national fish distribution headquarters for the A. & P. Supermarkets, where she learned that more halibut is purchased in the city of Chicago than in any other place in the United States.

Upon her return to Seattle, instead of taking a well deserved rest, Queen Trudy is now enrolled in a business college, taking a course she received as a gift with her coronation as "Queen of the Halibut Fleet".

## Watch Your Language

Five Southern California fishing-boat skippers have been cited before the Federal Communications Commission for using naughty words over their two-way radios. The FCC reported that four of those charged were given two years' probation, and one paid a $500 fine.


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42' North. DSL Troller, Rfg. ..... $19,750.00
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**EARLY MARINE GAS ENGINES WANTED,** especially west-coast heavy-duty makes such as Hicks, Frisco Std, Atlas, N.&S. etc. Condition must be good. Also want operator manuals and catalogs of early marine engines. Send price, details to: Ted Middleton, 1508 Bel-Aire Ave., Aberdeen, Wash.

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**JERRY'S BOAT SALES:** For any type or kind of boat or ship. World-wide contacts. Matt Batinovich, owner and broker. New location: 310 West 7th, San Pedro, Calif. TErminal 3-4482.

FOR SALE: Two Cruisers: One 44-foot Diesel; one 40-foot Gas. Suitable for four or five persons. Write Harvey Matney, Route 4, Box 58-D, Port Orchard, Washington.

**FOR SALE**—65' schooner "Arctic". Call Joe Giannini—Spruce 2-2861 Morro Bay, or write Box 143, Morro Bay, Calif.

## John Johnson Wins Astoria Unlimited Gillnetters Race

● John Johnson's Altoona, Wash., gillnetter won the annual fishermen's free-for-all at the Astoria, Ore., regatta over a 10-mile course. The winning craft, a product of the Columbia Boatbuilding Co., Astoria, is powered with a 215-hp. Interceptor.

Second place in the unlimited gillnetter class went to Nick Marincovich of Astoria, followed by Nick Begleries of Clifton, with Alvin Huhta of Svensen fourth.

In the race for gillnetters of 135-hp. and under, five miles, Chris Bold of Bookfield took first place in his Columbia-built craft powered with a 135-hp. Chrysler Crown. Others in the money were: Lindel Wegdahl, Puget Island, second; Joe Tarabochia, Sr., Astoria, third; Larry Telen of Astoria, driving Ross Lindstrom's boat, fourth.

**Miss Patsy Mineo,** daughter of **Frank Mineo,** owner of the **Monterey** purse seiner **Mineo Bros.,** was married in September to **Vito Spadaro,** son of **John Spadaro,** owner of the Monterey purse seiner **Lina V. II,** and Mrs. Spadaro.


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## Fishing Boats Rescue Scientific Craft

Two fishing vessels last month did a good turn for ocean science when they combined to recover one of the new anchored skiffs which the Inter-American Tropical Tuna Commission has set out on selected locations to record temperature, salinity, etc.

The skiffs are unmanned and are loaded with automatic recording equipment. They are periodically visited by scientists from the Commission who collect the data recorded automatically by the equipment aboard the skiff.

During the recent cruise of the *North American*, tuna clipper on charter to the Commission, one of the skiffs was found by the seiner *Marsha Ann* adrift on Uncle Sam Bank, off Baja California. *Marsha Ann* picked up the skiff, which was ultimately brought into port at San Diego by the clipper *Conte Bianco*, under command of Lou Castagnola.

## Onan Electric Plants Described in Spanish

Latin American readers of *Pacific Fisherman*, and they are many all down the coast of Mexico, Central America and the South American continent, will be interested in the new edition in the Spanish language of the descriptive folder of D. W. Onan & Sons, Inc. marine generators and packaged electric plants, primarily for fishing vessel use.

The Spanish language descriptive material is a new edition for a standard publication of the company designed to provide concise information as to size, weight, voltages and operating characteristics of Onan gas and diesel package generating units, separate generators, and other equipment specially designed for use aboard fishing vessels.

Copies can be secured by writing D. W. Onan & Sons., Inc., Minneapolis 14, Minn., U.S.A., specifying Folder F-133.

**John A. Roebling's Sons Corporation,** manufacturers of wire and wire products, recently moved its San Francisco district offices and warehouse into this new building at 340 Roebling Road, South San Francisco. The Roebling Corporation is one of the oldest and best known industrial firms in the San Francisco area, having opened its first office and warehouse in the city in 1885. The structure marks another step in the corporation's program of expanding its sales, warehousing and assembly facilities.

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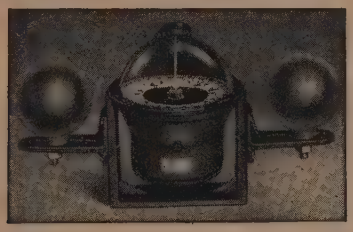

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## How Washington Packing saves it all with

# Pocket-Size By-Products Plant

● Full utilization of all by-product material from a small tuna cannery is now achieved by the Washington Packing Corporation, Pier 92, San Francisco, with the addition of digestion and condensation equipment in its by-products plant.

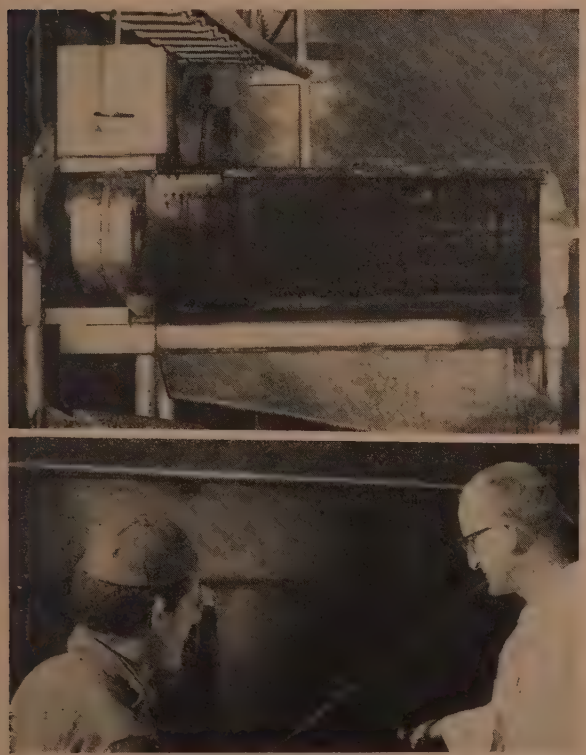
Result: recovery of full values from the by-products, with elimination of any disposal or pollution problem.

"First of all," Thomas N. Miller, superintendent, told *Pacific Fisherman,* "we had the problem of disposing of tuna offal from our year 'round packing operations.

"We first built a pocket-size reduction plant, using a 5-ton Enterprise press and an Enterprise disintegrator. The press cake is dried in a batch-type dryer, which was specially adapted by the Washington Packing Corporation to operate under a 20" vacuum, with all vapors continually condensed by fresh sea water, thus eliminating odor. This is accomplished by a barometric leg at the top of the exhaust stack."

The reduction plan was designed and built by Mr. Miller and W. D. Harlan, maintenance foreman.

"When our reduction plant was built," continued Mr. Miller, "we had a method of processing offal into meal and oil, but what to do with the liquid fraction from the press, and the drainings from the pre-cookers?



**Press and personnel** in Washington Packing Corp. by-products plant. The Enterprise press has 5 tons hourly capacity. W. D. Harlan, maintenance foreman, watches as Thomas N. Miller, superintendent, adjusts a valve in the solubles system.

**Heart of the system** for handling liquid by-products, with the viscera digester in the middle of the three tanks and evaporator at right.

"First of all we purchased and installed a Swenson evaporator, with all the necessary piping and pumps. The liquids to be handled are first settled in two 3,000-gal. tanks where the oil emulsion is broken by heat and gravity.

"The oil is recovered to yield a condensed fish solubles product.

"In conjunction with the solubles portion of the operation a digesting system has been installed to liquify the viscera of the fish and to incorporate this material with the solubles. The digesting system consists of a 4' diameter cone-bottom tank 15' high with steam jacket in the cone.

"Loading, unloading, and agitation in the digester is accomplished with a Moyno pump, 3" inlet, 2½" outlet, and running at 900 rpm.

"Sumps were constructed under the dock to handle

"The Capitol"

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# NOISE ISN'T HORSEPOWER, EITHER

We recently pointed out that the 'paper horsepower' figures all too many people are using nowadays are very confusing to boat owners (and automobile owners, too). A '48 Chris Craft owner was aboard our Cat Turbo D315 powered Angelina* at the Vancouver Yacht Club the other day. He wanted diesels—but pointed out that he just couldn't fit-in the 300 diesel horsepower he needed. On questioning him, I found that he was burning 14 gallons per hour in two gasoline engines—a total of about 140 real horsepower. Two of the new little D311H Turbo Cat Diesels will fit right in—duplicate his performance, and increase his range 50% with the same tanks.

Cat diesels have long been favorites of the commercial fisherman—who demand and get **real** horsepower, long life and the ability to burn cheap, safe **real diesel fuel** (not kerosene). Trouble is—the Caterpillar Tractor Co. believes in **honest** horsepower and you have to **double** our continuous ratings for comparison with most other engines.

Some people think NOISE is horsepower. Some diesels need 'paddle wheel' super-chargers. When running within 1/4 mile of these engines in the quiet '**Angelina**', I hear their blowers whine.

While some people think noise is horsepower, your boat doesn't. Actually, exhaust noise is **wasted** horsepower, which the Cat Turbo so quietly puts to work. Most 2-cycle engines are noisy (including outboards) unless heavily muffled because there just isn't enough time in 2 cycles to permit maximum conversion of burning fuel into horsepower. These new Cat Diesel Turbos solve the problem neatly—ample time for an efficient power cycle, and an efficient turbine to convert exhaust heat and noise into "bonus horsepower". That's why you should call Dan Palmiter or Bill Poole (RAymond 3-7191) and talk about repowering with the Cat Turbo.

*Incidentally—Angelina, weight 60,000#, 48' x 13'6" x 6', averaged about 8.5 knots enroute Los Angeles to Canada, using 70 real horsepower to turn her 42" propeller, and burning 4.2 gallons of #2 diesel per hour —plus 2 quarts of oil for the entire trip.

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liquids from the coolers and from the reduction plant. Both of these sumps are served by Pacific Pumping Co. 5-hp. non-clogging sump pumps.

"Our pre-cooking arrangement has been substantially altered, with adequate insulation of the pre-cookers with blown fibreglas, which resulted in a big decrease in steam consumption.

"This by-products part of our operation," said Mr. Miller, "is very flexible. Production emphasis can be changed at will according to market conditions, with the Solubles sold in liquid form, or used to fortify the meal, whichever is to our advantage."

Laboratory control and certification of by-products for the Washington Packing Corporation is handled by Curtis & Tomkins, Ltd., San Francisco, one of the best known companies in this business in the country.

Bulk loading facilities have been installed and shipments of fish solubles are being made in 4,000-gal. tank trucks. End use of the solubles is a poultry feed ingredient.

When the plant is running about 400-gal. of stick water and cooker condensate is processed per hour.

# Antibiotics Under Test In 1958 B.C. Whaling

● Whales killed by boats of B. C. Packers are being injected this season with aureomycin as a preservative before being towed to the shore station and processing plant at Coal Harbor, B. C.

Aureomycin and terramycin are pumped into the carcass of the dead whale by the same hose that is used for blowing air into it to build up buoyancy. The antibiotics are fed into the air line with a dilution of salt water.

A year or so ago aureomycin "bombs" were shot into the whales with the harpoon, but these were ineffective, according to Dr. L. A. Tarr, director of the Fisheries Experimental Station, Vancouver, whose research in the development of preservatives for the fishing industry has won world-wide recognition.

"Injection into whales has been carried on experimentally in British Columbia since 1956, but in a very limited way," Dr. Tarr told *Pacific Fisherman*. "We only hope that it will be possible to do the job this year in a way that will yield worth-while data to show the results systematically. We have evidence that the use of these injections in whales has significant effect in greater recovery of meal, meat, mink feed and oil from the whale so treated, but we still lack comparative statistics which would have real scientific value and that could be used by industry with a greater measure of confidence.

"In order to get such statistics, of course, it would be necessary to make much more comprehensive tests on a comparative basis, injecting perhaps 100 whales and then comparing the results with those related to a similar number of whales untreated or treated with different intensity of injections."

R. E. Walker, president of B. C. Packers, says that some work along this line in connection with the whale fishery of Peru has been done in the past and that what is being done off the Canadian coast this season, while interesting, is not unprecedented.

Dr. Tarr points out that many thousands of whales have received injections for preservation in the South Atlantic, and that he has been in correspondence with authorities in Iceland, Norway and elsewhere, but the body of dependable data on the subject is still very limited.

"There is no point in using aureomycin or any other type of injection for preservation if the whale is to be processed within less than 12 hours of being killed," says Dr. Tarr, "But if there is 48 hours or more delay the flesh of the whale rapidly undergoes deterioration, and the use of a chemical preservative offers the means of considerable recovery in values."

## Argentine Fishery Operator Buys Equipment Here

Juan D'Ambra, Macchiavello Y Cia., Mar del Plata, Argentina, was a recent visitor to California. The firm is the largest producer of frozen shrimp in Argentina with freezing operations in Patagonia.

The company also operates a mackerel and anchovy cannery at Mar del Plata. Sr. D'Ambra's primary interest in coming to the States was regarding purchase of modern tuna canning and fish reduction machinery.

## Antonio P. Soares Passes

Antonio P. Soares, a retired fisherman and member of a well-known San Diego tuna-fishing family, died early last month in San Diego. He was 86 years old, and had lived in San Diego 47 years. His sons, George and Joe, are listed in *Pacific Fisherman's* clipper fleet register as managing owners of the *Dominator* and the *Cabrillo*, respectively.

## Puget Canners Pressing Anti-Picket Lawsuit

Despite settlement of the salmon strike early in the Puget Sound Sockeye season, the salmon canners association which instituted legal actions indicated in mid-September that it intended to press to decision their suit for permanent injunction.

The case would serve to decide whether union fishermen can establish picket lines at canneries in an effort to force the owners of fishing vessels to agree to a price settlement conforming to the wishes of their union crewmen.

## Giant Mexican "Sardine" Only a Wandering Shad

The 19-inch "sardine" reported to have been landed at Ensenada July 15 (*Pacific Fisherman* August 1958, Page 40) was in fact a shad, according to a letter from John C. Marr, chief, South Pacific Fishery Investigations, US Fish & Wildlife Service, to *Pacific Fisherman*.

This, Mr. Marr said, is the first time in his knowledge that shad have been taken as far south as Ensenada. He pointed out that the appearance of a shad that far south is specially interesting now, in view of the warmer conditions which have lured fish northward rather than southward.

## Kimsey Follows Fry On Uganda Research

J. Bruce Kimsey, fisheries biologist, California Department of Fish & Game, Sacramento, is by now in Uganda, Africa, on a temporary assignment from the Food & Agriculture Organization, with headquarters in Rome.

Kimsey's assignment in Uganda is to find out how far the Lake George fisheries can be developed, and to tag Lake George fish. In this work he succeeds another Californian, Donald Hume Fry, of the Fish & Game Marine Fisheries Laboratory, Northern California, Stanford University.

Uganda is in eastern Africa, inland from Kenya, in a region containing numerous enormous lakes.

# Fish in the Sodium-Restricted Diet

By
**Kathryn L. Osterhaug**

● As anyone who has had to endure it can testify, a low-sodium diet is extremely monotonous. Doctors, however are placing increased emphasis on the rigid control of dietary sodium in the treatment of a number of ailments. The problem, then, is to increase the palatability of the diet without jeopardizing its therapeutic value.

Amounts of sodium have been determined in many animal and vegetable products, but similar information for fishery products has not been collected. To provide this needed information, chemists under the direction of Dr. Claude E. Thurston at the Seattle Technological Laboratory of the U. S. Bureau of Commercial Fisheries started a project to determine the sodium content of a wide variety of fresh- and of salt-water species of fish. Potassium as well as sodium values were determined because of the growing interest in the importance of the sodium-potassium balance in metabolism.

With the use of a direct-reading flame photometer, twenty-six species of salt-water and eight species of fresh-water fish were analyzed for their content of sodium and potassium. The results of these analysis are given in the accompanying tables.

Protein foods are considered to be satisfactory for inclusion in sodium-restricted diets if the sodium content is less than 100 milligrams per 100 grams of food.

The sodium content of the various species of salt-water fish ranged from 34 to 96 milligrams per 100 grams of fish had averaged 68 milligrams. The sodium content of various species of fresh-water fish ranged from 38 to 84 milligrams per 100 grams of

**Miss Osterhaug is a Fishery Products Technologist in the Fishery Technological Laboratory of the U. S. Bureau of Commercial Fisheries, Seattle, Wash.**

## Sodium-Potassium Analyses of Saltwater Fish

| Common name | Scientific name | Place of capture | No. of fish in sample | Ash | Sodium | Potassium |
|---|---|---|---|---|---|---|
| | | | | % | Mg./100 g. | Mg./100 g. |
| Albacore tuna | Germo alalunga | Wash. coast | 6 | 1.18 | 34 | 293 |
| Pollock | Pollachius virens | Fippines Ledge | 1 | 1.15 | 48 | 350 |
| Spanish mackerel | Scomberomorus maculatus | Atlantic coast | 3 | 0.92 | 48 | 236 |
| Halibut | Hippoglossus stenolepis | Alaska coast | 10 | 1.50 | 53 | 379 |
| Shad | Alosa sapidissima | Chesapeake area | 5 | 1.27 | 54 | 330 |
| Yellowtail rockfish | Limenda ferruginea | Fippines Ledge | 6 | 1.21 | 56 | 366 |
| Sea trout | Cynoscion regalis | Atlantic coast | 2 | 1.07 | 59 | 317 |
| Haddock | Melanogrammus aeglefinus | Fippines Ledge | 1 | 1.09 | 61 | 304 |
| Ling cod | Ophiodon elongatus | Wash. coast | 6 | 1.23 | 62 | 352 |
| Yellowtail rockfish | Sebastodes flavidus | Wash. coast | 6 | 1.20 | 50 | 358 |
| Porgy (or soup) | Stenotomus chrysops | Atlantic coast | 4 | 1.17 | 63 | 287 |
| Whiting | Merluccius bilinearis | Fippines Ledge | 6 | 1.01 | 65 | 274 |
| Whiting | Merluccius bilinearis | Atlantic coast | 3 | 1.11 | 82 | 302 |
| Red rockfish | Sebastodes ruberrimus | Wash. coast | 6 | 1.28 | 66 | 413 |
| Black rockfish | Sebastodes melanops | Wash. coast | 6 | 1.28 | 66 | 432 |
| Sea bass | Centropristes striatus | Atlantic coast | 5 | 0.99 | 68 | 256 |
| Red snapper | Lutianus blackfordi | Atlantic coast | 1 | 1.21 | 70 | 323 |
| Orange rockfish | Sebastodes pinniger | Wash. coast | 6 | 1.26 | 71 | 347 |
| Pink salmon | Oncorhynchus gorbuscha | S. E. Alaska | 12 | 1.15 | 76 | 290 |
| True cod | Gadus macrocephalus | Wash. coast | 6 | 1.22 | 76 | 372 |
| Ocean perch | Sebastodes alutus | Wash. coast | 6 | 1.03 | 79 | 324 |
| Ocean perch | Sebastes marinus | Atlantic coast | 8 | 1.12 | 79 | 269 |
| Mullet | Mugil cephalus | Atlantic coast | 5 | 1.13 | 81 | 292 |
| Starry flounder | Platichthys stellatus | Wash. coast | 6 | 1.14 | 85 | 285 |
| Spanish mackerel | Scomberomorus maculatus | Calif. coast | 6 | 1.12 | 89 | 292 |
| English sole | Parophrys vetulus | Vancouver Island | 6 | 1.21 | 91 | 330 |
| Petrale sole | Eopsetta jordani | Vancouver Island | 6 | 1.12 | 96 | 268 |
| **Average** | | | | **1.16** | **68** | **320** |

## Freshwater Fish

| | | | | | | |
|---|---|---|---|---|---|---|
| Lake herring | Leucichthys artedi | Lake Huron | 16 | 1.07 | 38 | 280 |
| Lake herring | Leucichthys artedi | Lake Superior | 16 | 1.26 | 56 | 358 |
| Buffalo fish | Ictiobus species | Mississippi River | 6 | 1.02 | 50 | 292 |
| Carp | Cyprinus carpio | Mississippi River | 6 | 1.01 | 51 | 285 |
| Yellow pike | Stizostedion vitreum | Mississippi River | 6 | 1.20 | 52 | 324 |
| Mullet (suckers) | Catostomidae species | Lake Huron | 3 | 1.19 | 52 | 344 |
| White fish | Coregonus clupeaformis | Minnesota | 6 | 1.11 | 53 | 317 |
| Sheepshead | Aplodinotus grunniens | Clinton, Iowa | 16 | 1.06 | 59 | 301 |
| Sheepshead | Aplodinotus grunniens | Lake Winnebago | 48 | 1.05 | 84 | 278 |
| Yellow perch | Perca flavescens | Mississippi River | 6 | 0.92 | 67 | 238 |
| **Average** | | | | **1.09** | **56** | **282** |

* These data originally were published in the April 1958 Journal of the American Dietetic Ass'n are part of a manuscript entitled "Content of Sodium and Potassium in the Edible Portions of 34 Species of Fish" by Claude E. Thurston.

fish and averaged 56 milligrams. From these figures, it is obvious that even the fish with the highest content of sodium is within the limits set for diets of low sodium content.

The analysis indicate that both fresh- and salt-water fish contain approximately five times as much potassium as they do sodium. The significance of this data is not fully understood at this time.

The 26 species of fish analyzed represent a great diversity of flavors and textures and therefore should be used generously to improve the palatability and interest of the ordinarily monotonous low-sodium diet.

**Editorial Comment**—Dietary control in the treatment of certain heart diseases, hypertension or high blood pressure, and atheriosclerosis or hardening of the arteries is widely employed in modern medicine. A problem in securing consistent compliance with strict dietary rules is the matter of making diet attractive and palatable, as emphasized in this article. Fish, with its infinite variety, has been found particularly useful in low-fat diets. This is due in part to the wide variety and multiple methods of preparation but, from the direct therapeutic standpoint, because numerous fish and shellfish are virtually without fat, while the oils of the fatty fishes generally are unsaturated and thus are more readily tolerated in an atherosclerotic diet than most animal fats.

The accompanying material shows that fish, beside being valuable in the low-fat diet, are entirely acceptable in the low-sodium diet.

The importance of these findings to the fishing industry and its markets cannot be over-emphasized.

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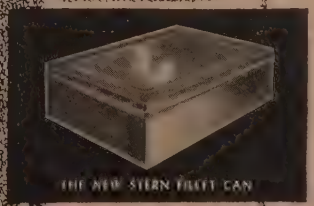


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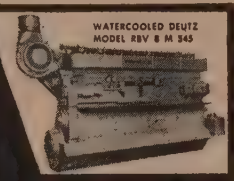
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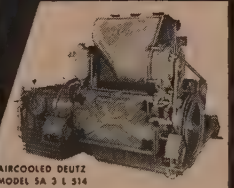
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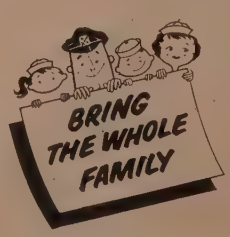


**NOV. 28 THRU DEC. 7**

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FOOD FISH MARKETING

*News and Views of National Trade in Fish and Shellfish*

Section of PACIFIC FISHERMAN — October, 1958

# British Buying and Japan Selling Shape U.S. Trade

● While Great Britain's action in freeing its salmon market for the first time since 1938 (see pages 7 and 8) was the big news of the month—and of many months—in the field of salmon selling, late September found the Seattle sellers giving a lot of thought and attention to Japan's stock of Pinks and Chums and the policies which would rule its export.

At least two active factors in the Seattle market—Robert Graham and Alan Dehn—spent much of September in Japan.

While it was obvious that Britain's action in freeing imports of salmon would have a definite, but not yet appraisable, effect on Japanese salmon selling, the trade was inclined to believe that the Japanese still would count on selling perhaps 400,000 cases of Pinks in the United States.

This figure was believed to cover the amount of Pinks packed in tall cans, and it was considered unlikely that the Japanese would seek to sell them elsewhere. If this movement comes about—and it is to be expected—this would give the American market an apparent new pack supply of very close to 2 million cases of Pinks.

● Japan's carryover from 1957 is believed to have been sold to the U.K. under import permit before the British market was freed, leaving a Red pack available for sale of about 620,000 cases.

Britain would take some of this; and the Japanese expect to sell about 100,000 cases of Red talls to the United States, but it is altogether to be expected that the Japanese industry will go into its 1959 production year with a substantial inventory on hand.

● One of the interesting aspects of the United Kingdom trading, which made the third week in September one of the most hectic Vancouver has ever known, was the rather significant degree to which American salmon participated in this trade.

Sales of American Reds were light during Phase 1 of the export trading—that before the British abandoned their permit policy—but they shot up sharply with the broader aspect of the market, Seattle sellers evidently moving quickly when the Canadians showed signs of turning coy.

● Early, under-permit orders for Sockeye quarters were heavy in British Columbia and the packers there labored mightily during the season to fill commitments of these tiny cans in spite of the fact that their plants were plugged with the deliveries from extraordinarily heavy fishing. Quarters don't get away with fish very fast, and some of the plants worked long hours of overtime to get up their packs of quarters. Cans of this size became so scarce that many had to be imported from Seattle factories.

## Seattle Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries, Market News Service.

| Items and Packages | Per Case |
|---|---|
| **Puget Sound** | |
| Sockeye, halves | $19 -21 |
| Sockeye, quarters | 12 -12.50 |
| **Alaska** | |
| Red, talls | 33 -35 |
| Red, halves | 18 -21 |
| Pink, talls | 21 -22 |
| Pink, halves | 13 -14 |
| Pink, 4-lbs. (12) | 24 |
| Coho, talls | 27 -28 |
| Coho, halves | 15 -16.50 |
| Chum, summer, tall | 17 |
| Chum, summer, halves | 11 -11.50 |
| **Columbia River** | |
| Chinook, ½ oval (12) | 14 |
| Fancy, halves | 25 -26 |
| Fancy, quarters | 13.75-14.50 |
| Choice, halves | 17 |
| Choice, quarters | 9.75 |
| Silver, halves | 16 -17 |
| Silver, quarters | - 9.75 |
| **Tuna, Northwest Pack—** | |
| Albacore, fcy., 7 oz. | 14.25-15 |
| Yellowfin, chunk, 6½ oz. | 10 -10.75 |
| **Tuna, Featured Pack—** | |
| Albacore, fcy., 7 oz. | 14.85-16.25 |
| Albacore, fcy., 3½ oz. | 8.50- 9.65 |
| Albacore, chunk, 6½ oz. | 10.50-13 |
| Albacore, chunk, 3 oz. | 6.50- 8 |
| Lightmeat, fcy., 7 oz. | 14.25 |
| Lightmeat, fcy., 3½ oz. | 8.70 |
| Lightmeat, chunk, 6½ oz. | 12.50 |
| Lightmeat, chunk, 3 oz. | 7.65 |
| **Canned Crab—** | |
| Dungeness, 24, 6½ oz. | 11.50 |
| King, 48, 7½ oz., fcy. | 29 |
| King, 24, 1s, fcy. | 26.50 |
| King, 24, 7½ oz., fcy. | 14.60 |
| **Northwest Shrimp—** | |
| Wet Pack, 24, 6½ oz. | 8 |

## British Columbia 1958 Opening Salmon Prices in the U. K. Market

| | 24's Tall | | 48's Tall | | 48's Halves | | 48's Quarters | |
|---|---|---|---|---|---|---|---|---|
| | Fob. | Cif. | Fob. | Cif. | Fob. | Cif. | Fob. | Cif. |
| Sockeye | $17.75 | $18.60 | $35.50 | $37.15 | $18.50 | $19.40 | $21.50 | $22.45 |
| Coho | 13.25 | 14.05 | 26.50 | 28.10 | 14.00 | 14.85 | 17.00 | 17.95 |
| Pink | 10.00 | 10.80 | 20.00 | 21.55 | 10.75 | 11.60 | 13.75 | 14.65 |

All quotations in Canadian funds.

**1958 NATIONAL FISH PARADE—**

**Salmon steaks Genevoise speak with emphatic voice of the zest and color American fish and sea food, featured throughout the United States this October in the National Fish Parade sponsored by National Fisheries Institute.**

# B. C. Has Real Reason For Celebration

British Columbia's fishing industry had much to celebrate this season—a bumper pack of Sockeye, an expanded overseas market and peace between packers and fishermen, so Canada's Fish Week, September 22 to 28, was the occasion for genuine rejoicing.

Fisheries Association of B.C. formally initiated the week in Vancouver with a buffet luncheon in Hotel Vancouver's Panorama Roof where a spectacular assortment of seafood was served to representatives of the industry and associated businesses, with President James Sinclair officiating as host. Government fisheries bodies, conservation commissions, maritime and organized fishermen were all represented.

Canada's Fish Week had a special significance for B.C. not only because of the year's record-breaking achievements but because B.C. is the nation's largest producer of fish, with a marketed value ranging from $55,000,000 to $80,000,000 annually. About 12,000 men—and a few women—take out commercial fishing licenses each year and for most of them fishing is the sole source of livelihood. Canneries, cold storage plants and other fish processing operations employ about 5,000 persons on a year-round basis.

As a part of B.C.'s centennial celebration, plans were under way for a "Salute to the Sockeye" at Adams River during the Thanksgiving weekend, with several thousand participating. Main purpose of the show was to emphasize the economic significance of the Adams River run as a part of the province's fisheries resources.

## Japan Drops Chum Price To "C" Area Countries

Japan Canned Salmon Sales Co., Ltd., recently cut the export price of full cases of Chums $1 per case to "C" Area countries — any country other than Canada, United States and Great Britain.

The action was taken because of the increased Japanese pack and the probability that the Canadian price to Belgium and Holland would be reduced.

The new quotations, fob. basis are: halves, 8 doz., $15.75; talls, 4 doz., $14.50; halves, 4 doz., $7.90.

## California Imports of Frozen Tuna

Cumulative data in tons for 1958 through Sept. 13, and for other years to the nearest comparable date. Data from U. S. Market News Service

| | Albacore | Skipjack | Yellowfin | Unclassified | Total |
|---|---|---|---|---|---|
| San Francisco | 1,939 | 71 | 5,084 | | 7,094 |
| San Pedro | 8,048 | 4,228 | 26,444 | 125 | 38,845 |
| San Diego | 636 | 435 | 2,569 | 203 | 3,843 |
| **Total to Sept. 13** | 10,623 | 4,734 | 34,097 | 328 | 49,782 |
| 1957 | 15,756 | 8,551 | 17,707 | 460 | 42,474 |
| 1956 | 7,073 | 5,340 | 22,242 | 81 | 34,736 |

## Carl Burnham Advances

Carl Burnham, veteran employee of Wilbur-Ellis Co., San Francisco, and well known in the Pacific Coast fish industry, has been promoted to the post of vice-president of San Diego Marine Products Co., San Diego.

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# A. R. Lantz Heads S.C.F.A.

● Al Lantz of A. R. Lantz Co., Inc., Los Angeles, was elected president of Southern California Fisheries Association last month, succeeding Frank Tsuchiya of Pacific California Fish Co., who was given an enthusiastic rising vote of thanks by the members for his year's work as president.

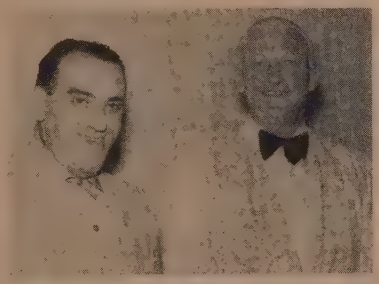
Sam DeLuca of State Fish Co., Santa Monica, was named vice-president; A. M. Nott of Western Fish Co. became treasurer; and Bart A. Ghio of Los Angeles remained as secretary.

New directors named to serve for three years are M. Nott, Ed Amende of Amende & Schultz and Harry Reskin of Freeman Certi-Fresh Foods. Holdover directors are Glen R. Baker of Baker-Johnston Co., Los Angeles; R. M. Sloan; Louis Vitale of Los Angeles Smoking & Curing Co.; Tsuchiya, DeLuca and Lantz.

Outgoing directors, who have served their three-year terms are Aldo Casaretto of Koulouris & Casaretto, Los Angeles; Dave Henry of Reinke & Amende, Los Angeles; and Joe Sulentor of Western Fish Co.

### Seafood Week

Besides applauding the new officers in and the old ones out, the members devoted the election evening mostly to discussing plans for October's Fish & Seafood Week.



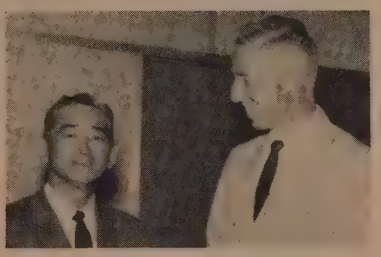
**New Directors** of the Southern California Fisheries Association include **Harry Reskin,** left, and **A. M. Nott.**

W. Tyson of Sunkist Growers, the big orange-and-lemon co-operative, said Sunkist would be heavily on the bandwagon with fish-and-lemon promotion breaking all over the country. Tyson said Sunkist aimed not only to join the Fish & Seafood Week promotion, but to continue throughout the year, making every week fish-and-lemon week in the USA. He said last year Southern California used 75% of the fish-and-lemon promotional material prepared by Sunkist, and the rest of the U. S. and Canada used the remaining 25%.

Ross Hatton of the U. S. Fish & Wildlife Service market development division, said his department will send out leaflets to all school lunch authorities throughout the U. S., will cover virtually every restaurant in the U. S. with printed promotion, will work with food editors and home economists on newspapers, radio and TV stations, and will provide mats for individual firm ads.

Among the big chains which have pledged their full co-operation are Safeway Stores and Ralphs Grocery Co., the Southland's biggest regional chain.

R. M. Sloan reported that besides Fish & Seafood Week promotion, progress was being made in the association's educational program among supermarket workers, training them toward better merchandising of fish and sea foods.



**A. R. Lantz,** left, newly-elected president of the Southern California Fisheries Association, with **Frank Tsuchiya,** his predecessor.

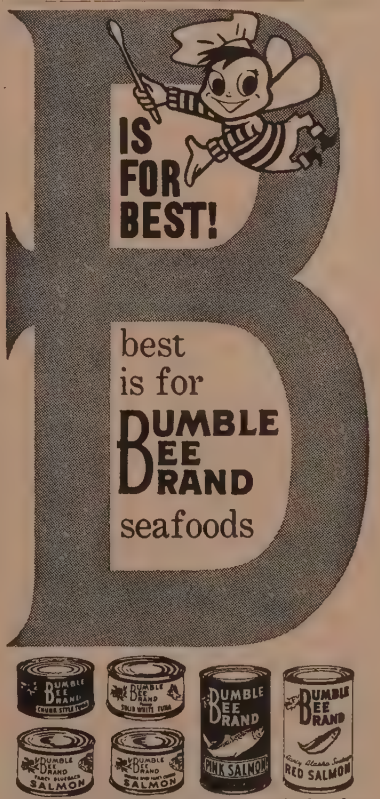
Twenty new associate and regular members were reported added to the rolls.

## Japan's Frozen Salmon Business Rises Rapidly

Expectation that Japanese sales of frozen salmon—largely to the United Kingdom—would reach 10,000 tons this season was indicated with some assurance in Japan late in September.

This was at least three times the volume moved in 1957-8, and very far above the sales of any previous year.

The salmon were principally Silvers and Reds, dressed.



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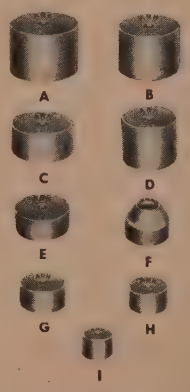


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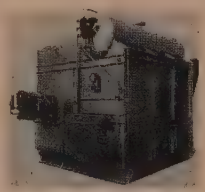

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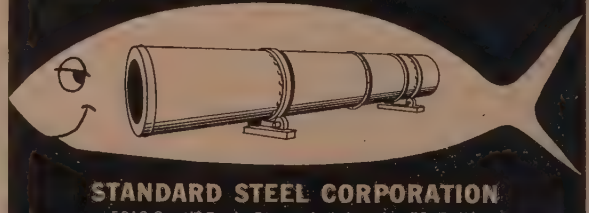

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## Scientists Charter Clipper for Tuna Tagging Cruise

For the first time since tuna tagging was begun, a clipper has been chartered outright exclusively for a tagging cruise. Formerly, tagging has been done entirely by scientists going along on regular fishing trips by courtesy of the skipper.

The clipper *North American*, managing owner Sverre Jangaard of San Diego, was chartered by the Inter-American Tropical Tuna Commission, and sailed under the command of Olaf Valderhaug, a retired tuna fisherman, with a crew of seven plus four scientists: Gordon Broadhead, Craig Orange, Gilbert Bane and Jim Joseph.

Part of the purpose of the chartered cruise was to assess the cost per tag aboard a chartered vessel as against a "guest" cruise. The cost was found to be about the same. The charter system permitted the scientists to tag a greater number of fish in the areas they were really interested in, and gave the scientists complete freedom of movement on the cruise.

The charter cruise succeeded in tagging 1828 Yellowfin and 7593 Skipjack on the fishing grounds between Benitos Island and Cape San Lazaro off the coast of Baja California. The best day's tagging accounted for 2026 fish; and the view was expressed that by getting equipment ready in advance, as many as 3000 fish could be tagged in one day under optimum fishing conditions.

Tagging aboard regular fishing cruises will also continue.

## Fall Chinook Escapement Heavy at Bonneville

Mid-September migration of Fall Chinook salmon up Bonneville Dam was reported as comparable with the best in many years, with the possibility that final count would establish a new escapement record for the years since the main stem of the Columbia was closed by major dams.

**Combined chiefs of staff** of the recently-established Truesdail Laboratories-Hackney Inspection Laboratories on Terminal Island, Calif. Left to right, Dr. F. Leslie Hart, Miss Glendon L. Buckley, bacteriologist; Bart Hackney.

## Albacore Dominate Tuna Catch in New Hebrides

High percentage of Albacore tuna is found in the catches being delivered by a fleet of 8 to 12 Japanese fishing boats delivering to the new plant established at Pallikulo, Espiritu Santo Island, by a company in which the Washington Packing Co. of San Francisco is interested with Australia and Japanese capital.

Built last year, the base is now in full operation. It can handle 32 tons of fish a day, has smoke-curing and brine plants, can store up to 500 tons of fish at present, with a further 200 tons in the offing, and can manufacture 20 tons of ice (in 200-pound blocks) a day for the use of the fishing vessels.

Only frozen and cured fish are being exported so far, but a cannery may come later.

At the time the company that operates the plant was being formed, it was stated that a catch of 3,000 tons a year would be necessary to make the venture worthwhile. Heaviest catches were anticipated during the cooler months.

## R. D. Ladd Visits Orient

Robert D. Ladd, vice president and general manager of the Pacific Marine Supply Co., Seattle, is planning to leave for a fast-moving but comprehensive trip to the Orient October 23.

Mrs. Ladd will accompany him, and they will visit in order Honolulu, Manila, Bangkok, Hongkong and Tokyo. They will spend about two weeks in Japan. They particularly will visit Momoi Fish Net Manufacturing Co., whose Marlon netting Mr. Ladd's company distributes in the Pacific Northwest and Alaska.

## Soviet Fish Chief Keen On Japan Tuna Information

Interest of Ishkov, U.S.S.R. minister of fisheries, and his 13-man inspection team, in all that had to do with the tuna industry of Japan was one of the significant aspects of this high-level Soviet visit to Japanese fishery and government circles.

He gave the impression that the U.S.S.R. would soon be in the tuna business, for he asked detailed information as to all mid-Pacific tuna mothership operations.

He did not neglect the salmon industry, however; and requested high seas salmon operating companies to present him with a statement of the business and financing of these companies.

## Reduction Machinery Shipped to Peru

A large shipment of fish reduction machinery from Monterey plants has been sent to Sr. Enrique del Solar, Lima, Peru.

Sr. del Solar operates several fish reduction plants in Peru and in addition fabricates machinery for himself and other Peruvian fishery operators.

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# Canned Oyster Imports Tilt Pacific Industry's Balance

● Pacific oyster growers agree this summer that they face changing conditions in the 1958-9 marketing season as result of the rising tide of imports of canned oysters from Japan.

By the end of May, 1958 imports of oysters canned in Japan—not including smoked oysters — were reported to have reached 60,000 cases, basis of 48 No. 1 E.O. tins. Still more disturbing were reports from Japan that canners in the Hiroshima area were contracting for supplies of shucked oysters sufficient to produce 375,000 standard cases.

Selling prices on spring imports in 1958 were reported to run about 75% of the price on the domestic product of Pacific Northwest canneries. Quality was reported good, with the prospect that the product of the Hiroshima operations would grade even better.

The imports were said to have made marked headway in entering the market in the Los Angeles area, where chains and private label houses generally were snapping them up for their house brands.

One Gulf of Mexico oyster cannery was reported last spring to have bought a substantial quantity of the Japanese product for sale under his long-established oyster label, with "Product of Japan" in small print, of course.

It is anticipated on the basis of actual reports from Japan that some packers there will be offering oyster stew in the next canning season.

● Immediate result of the rising tide of canned oyster imports promises to be a switch on the part of several Pacific Coast operators out of canning and into the fresh oyster trade.

This is expected to result in a substantial increase in the amount of fresh oysters available for market in the Pacific oyster sales territory.

At the National Fisheries Institute convention in San Francisco in April there was a meeting of oyster producers from the Gulf States and the Pacific Coast to discuss the problem arising as result of the growing volume of canned oyster imports, and particularly because of the marketing practices manifest in some of the trading.

The meeting produced a determination to request the Food and Drug Administration and/or the Federal Trade Commission to rule on the permissibility of labelling oysters canned in Japan as "Pacific Oysters". The argument is that the term "Pacific Oysters" through common trade and public usage dating back approximately 30 years has come to mean exclusively oysters of the species *Ostrea gigas* grow in waters of the Pacific states, British Columbia and Alaska; and cannot properly be applied to oysters grown elsewhere, even though they might be of the same species and grown in another sector of the Pacific Basin.

The petitioners seek an interpretation which would conform to historic usage and limit the label term "Pacific Oysters" to products produced from oysters grown to maturity in waters of the Pacific Coast of North America.

## Russian Trawl Catches On Grand Banks Heavy

According to Francis Sargent, U. S. delegate to the annual meeting of the International Commission for the North West Atlantic Fisheries, Russian trawlers fishing off the Grand Banks caught more redfish (ocean perch) in one area in a few months than the United States fleet for the entire year. He said that he was impressed with the manner in which Russian trawlers have been scooping up fish off the Grand Banks in great quantities. Mr. Sargent reported that every aspect of the Russian operation was approached from the scientific viewpoint and fishery scientists accompanied all the major factory trawlers.

The Russian Minister of Fisheries said that reports of funneling fish by the ton by using electric fields was premature; however, they were working on this problem. The effective Russian trawl fisheries point to a well planned operation which is utilizing all available scientific facts in regards to fish behavior, fishing gear, and modern fishery technology.

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## Anti-Dumping Law Gets New Teeth

The Federal anti-dumping law, which provides the means of redress to U. S. industries threatened by "dumped" foreign merchandise, was slightly strengthened when President Eisenhower last August signed a new act.

"Dumped" merchandise is defined as merchandise sold in the U. S. at less than costs of production, transportation, etc. Under the new act, the Treasury must report to the Tariff Commission when it is deemed that foreign merchandise of any kind is being dumped, or likely to be dumped, on the U. S. market.

Within three months of such notice, the Tariff Commission is required to determine whether a U. S. industry is being damaged by such dumping, or is likely to be so hurt. If the commissioners are split evenly on the decision, the decision is deemed to be affirmative: the industry is being hurt. The Commission's findings must then be published.

The Customs Bureau, following a determination of dumping under the act, must raise tariffs on the dumped merchandise to bring prices into line with foreign-market values.

Dr. W. M. Chapman of the American Tunaboat Association, San Diego, who worked hard for a stronger anti-dumping act, said the new one provides about one-third the protection sought by the fishing industry against dumped foreign competitive fish.

## Tuna Loin Export Reinstated by Japan

Export of tuna loins and discs from Japan to the United States was reinstated following a conference in Tokyo between three cabinet ministers, plus representatives of trading firms and packers.

This September meeting approved permission to export 2,000 metric tons of these products to the United States during the remainder of the present year, with an additional 1,000 tons approved for the first quarter of 1959.

In calculating the producers' export quotas, one ton of loin or disc is to be counted for two tons of round fish against each individual firm's quota.

Preparation of loin and disc tuna is permitted only at accredited plants.

It will be noted that export is to be permitted to California as well as to the Pacific Northwest, the northeastern states, Caribbean and elsewhere.

Approval of the trade to California reflects the expressed desire of a number of the packers in that state. Hitherto it was reported that the California cannery unions would not permit the working of loins and discs in Southern California; but a group of the packers there are known to have sought sanction for shipments to their region.

## Brazil-Japan Tuna Deal

The Brazilian administration of President Joscelino Kubitschek has granted a contract to Kotoshiro Fishing Co. of Japan for the establishment of a cannery, freezing plant and other facilities for establishing a tuna fishing industry in Brazil.

Japanese long-line fishing vessels will, under the deal, it is said, catch the fish off the long Brazilian Atlantic Coast. The product will probably be consumed almost entirely within Brazil, according to Washington reports.

## Japanese Saury Fishing Seeks 800,000 Cases

Japan's saury fishing seas for the smallest vessels began August 12, with medium craft starting September 1 and the largest September 12.

The production quota set by the Japan Export Canned Saury Manufacturers Association for the season is 800,000 cases. Last season production was 895,622 cases.

The Philippine Republic is expected to accept about 250,000 cases of sauries this season.

## Genung Firm Specializes In Sea Water Chilling

The specialized refrigeration field of chilled sea water refrigeration for fish, whether aboard the fishing vessel, on the cannery tender, or in the packing plant itself is the industrial area marked out by E. B. Genung, Jr. for his new firm, Genung Fish Chilling Co., located at 429 Westlake North, Seattle 9, Wash.

Mr. Genung has devoted himself for five years to the engineering, sale, manufacture and installation of sea water refrigeration in a wide variety of applications in the fisheries throughout Alaska and the Puget Sound area. He finds it an expanding field of widest promise in a time when rising fish costs put a premium on the protection of quality and the necessity for concentrating catches from a wide area.

He is prepared to provide installations on a lease basis, whereby the operating company is relieved of the necessity for additional capital investment while the leasing charges become a part of the cost of doing business.

In addition to handling sea water refrigeration systems in a variety of installation type and package sizes, the Genung Fish Chilling Co. is also distributor for North Star ice-making machines.


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Commercial fishing is a big job . . . a tough job . . . and a lot depends on rope. That's why Tubbs has such a large selection of ropes—all specifically designed and tested for the professional fisherman.

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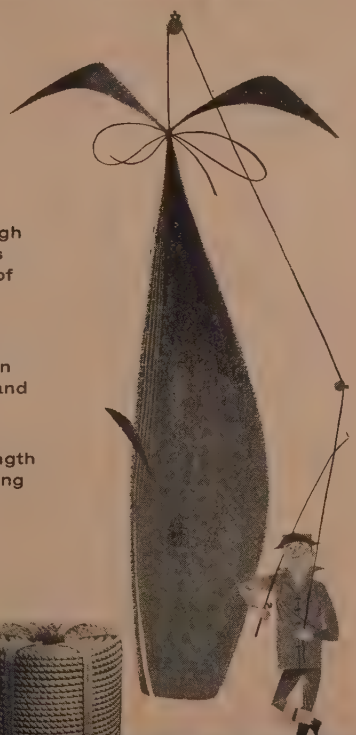

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**WILLIAM A. McAFEE**

Recently appointed general sales manager, wholesale, Standard Oil Co. of California. Mr. McAfee began his career with Standard Oil Co. in 1931 following his graduation from Stanford University. Following a series of promotions he was appointed assistant general sales manager, wholesale sales department, in 1957.

## "Rusting" of Fish Is Arrested by "Aqua-Clear"

"Rusting" is a term widely applied in the fish business for the dull orange or brownish discoloration of fish, particularly along cut surfaces—a discoloration usually accompanied by the rancid taste and odor resulting from the oxidation of oils or proteins.

German fisheries chemists are reported to have identified the darkening of fish skin and flesh with the formation of minute particles of iron oxide.

Furthermore, they have found that where fish were washed as soon as possible after being dressed in water containing "Aqua-Clear" the development of rusting was delayed and its extent largely reduced.

This does not impair the edibility of the fish, as Aqua-Clear is a rust-inhibiting chemical recommended for use in the drinking water tanks aboard vessels. It is also used by the military service to prevent rust in canned water, as well as in drinking water tanks.

Industrially it finds its principal application in preventing rust and scale in engine cooling systems.

## Denton Moore Manages Bristol Bay Producers

Denton R. Moore in September was elected manager of the Bristol Bay Fish Producers Association, Inc. Previously the executive officer of the association had been Truman Emberg of Dillingham, Alaska, serving as business agent. He resigned during the summer.

Winter business office of the association will be at Kokhanok Bay.

**G. T. BERGSTROM**

New plant manager of the American Can Co., Seattle, is 1924 electrical engineering graduate of the University of Washington who has served Canco for 27 years in its manufacturing department in duties which include plant manager at Los Angeles and assistant manager of manufacture in the Company's Pacific Coast headquarters in San Francisco.

The association is engaged in selling fish produced by its members and is interested in expanding the field of sales, as well as the products marketed, beyond the traditional outlets of the Bristol Bay resident fishermen.


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Onan 32-40V., 3,000-watt Onan Diesel Electric Plant for battery charging. Air-cooled, single cylinder.

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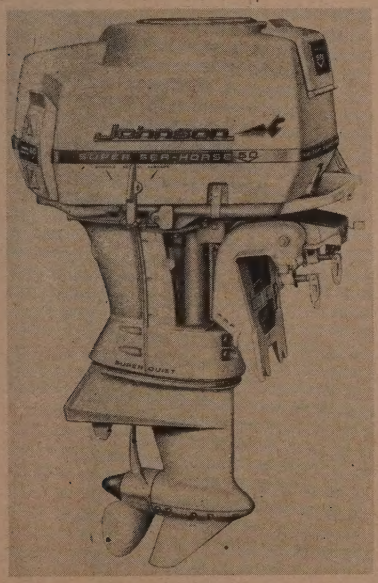
# LINES and LEADERS

**New home** of West Coast Motors, subsidiary of West Coast Engine & Equipment Co., Berkeley, Calif., distributors of Chrysler marine engines, Fageol 44 engine, Oliver outboard motors, and Kohler light plants. The new building at 1081 Eastshore Highway, has 15,000 sq. ft., complete repair shop for inboard and outboard engines, parts department, and plenty free customer parking.




**Dependability** is the primary requisite in an outboard motor for the commercial fishermen, and this 1959 Johnson 50-hp., 4-cyl. V-type motor puts dependability first of all. The model pictured is electric starting, but it is also available in the manual starting style which fishermen generally prefer. Up on Bristol Bay, where the set-netters constitute probably the largest group of outboard-using commercial fishermen in the world, the dependable Johnson — usually pronounced as though spelled with an initial Y, is widely depended upon.

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**Thos. B. Miller,** named to the sales engineering staff of Refrigeration Engineering Co. as specialist in the design and sale of their sea water chilling systems for fishing vessels, packing plants and cannery tenders.

## Thos. B. Miller Assigned To Sea Water Chiller Sales

Refrigeration Engineering Company has appointed Thomas B. Miller to their sales staff to specialize in the promotion of the company's expanded line of sea water chilling equipment and concentrate in the Puget Sound and Alaska salmon industry.

Prior to his new appointment Mr. Miller had served the company for many years as assistant chief engineer. In this capacity he was principally responsible for the engineering and design of the sea water chillers manufactured and sold by Refrigeration Engineering Company. He supervised the installation of refrigerated sea water chilling equipment recently installed on the power scow **Jimbo** for Alaska Packers Association. This vessel is regarded as the most complete and modern sea water chilling installation of its kind and has proved highly successful in its first season of operation.

Mr. Miller was graduated from the University of Washington in mechanical engineering and has been closely associated with the commercial refrigeration industry for over 10 years.

Final design work is being completed on the new 1959 line of Refco packaged sea water chillers. Units will be available from 2 hp. through 40 hp. sizes suitable for almost every type of marine or shore installation.

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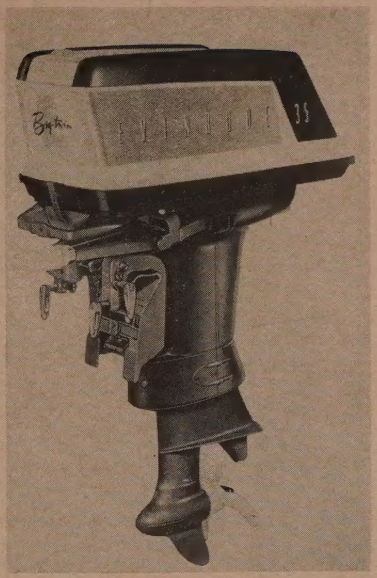


**Manual starting** of their outboard engines is something fishermen favor in spite of the work it entails and the effort it requires; but they're willing enough for it to be made as easy as possible, as in the case of this 1959 Evinrude 35-hp., 2-cyl., rated by its manufacturers as certain to be a prime favorite with commercial fishermen for easy, certain manual starting and well as power and performance.

## Harry Ginther Handles Seattle Branch for White Diesel

Appointment of Harry Ginther as Seattle Branch manager of the White Diesel Engine Division of the White Motor Company has been announced by Lewis Livesley, Western Regional Manager of the division.

Mr. Ginther is the newest member of the team of Harold Candy, Portland; Edward Olsen, Astoria; and Ralph Peters, Ketchikan; all managers of the White Diesel Engine Division offices, under Mr. Livesley's direction.

The operation of the company also includes distribution of Chrysler Marine Engines as well as accessories of various kinds.

To this operation Mr. Ginther brings a wide experience. For a number of years he was with the Cummins Engine Company and most recently with the Harlan C. McKay Co., distributors of Capitol Gears and other power transmission equipment.

Fred Hudson, for many years the branch manager, retired not too long ago and the appointment of Mr. Ginther brings a very able staff up to full strength.

## T. A. Short Co. Handles Allis-Chalmers Diesels

Thomas A. Short Co., Oakland, for many years well known in the marine diesel engine business have been appointed San Francisco Bay Area and adjoining coastal counties distributor for the Allis-Chalmers Mfg. Co. line of diesel engines, both marine and industrial and for A-C diesel generator sets.

The Short company has been made a distributor for the A-C line of materials handling equipment, including fork lift trucks with capacities from 2,000 to 5,000-lbs., and A-C industrial platform trucks and industrial materials handling tractors.

The Thomas A. Short Co., which is now located in a new home at 3430 Wood St., Oakland, phone: OLympic 5-6557, has a complete stock of parts available for A-C engines, fork lifts, and the other A-C equipment it sells.

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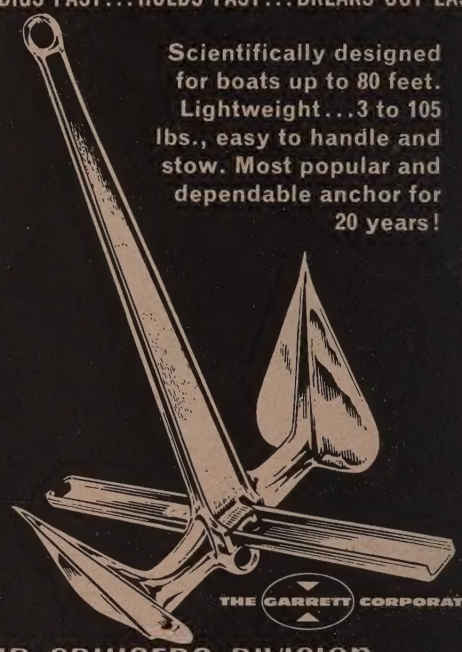


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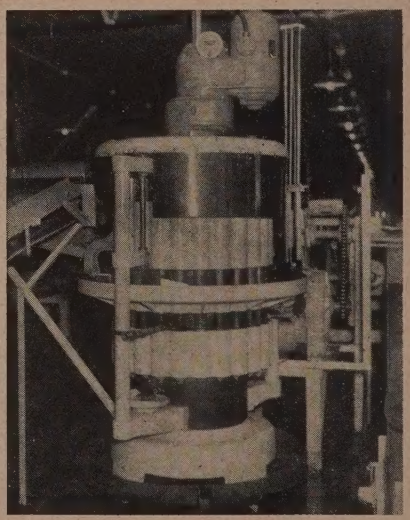
The PAK-FORMER



Leading tuna canners are now using the PAK-FORMER for their Chunk and Grated Style Packs. A variable speed drive permits filling speed adjustments of between 140 and 250 cans per minute. Available to the industry under similar terms as our PAK-SHAPER.

*For Complete Information Write to*

E. H. CARRUTHERS CO.

Engineers and Designers to the Food Packing Industry

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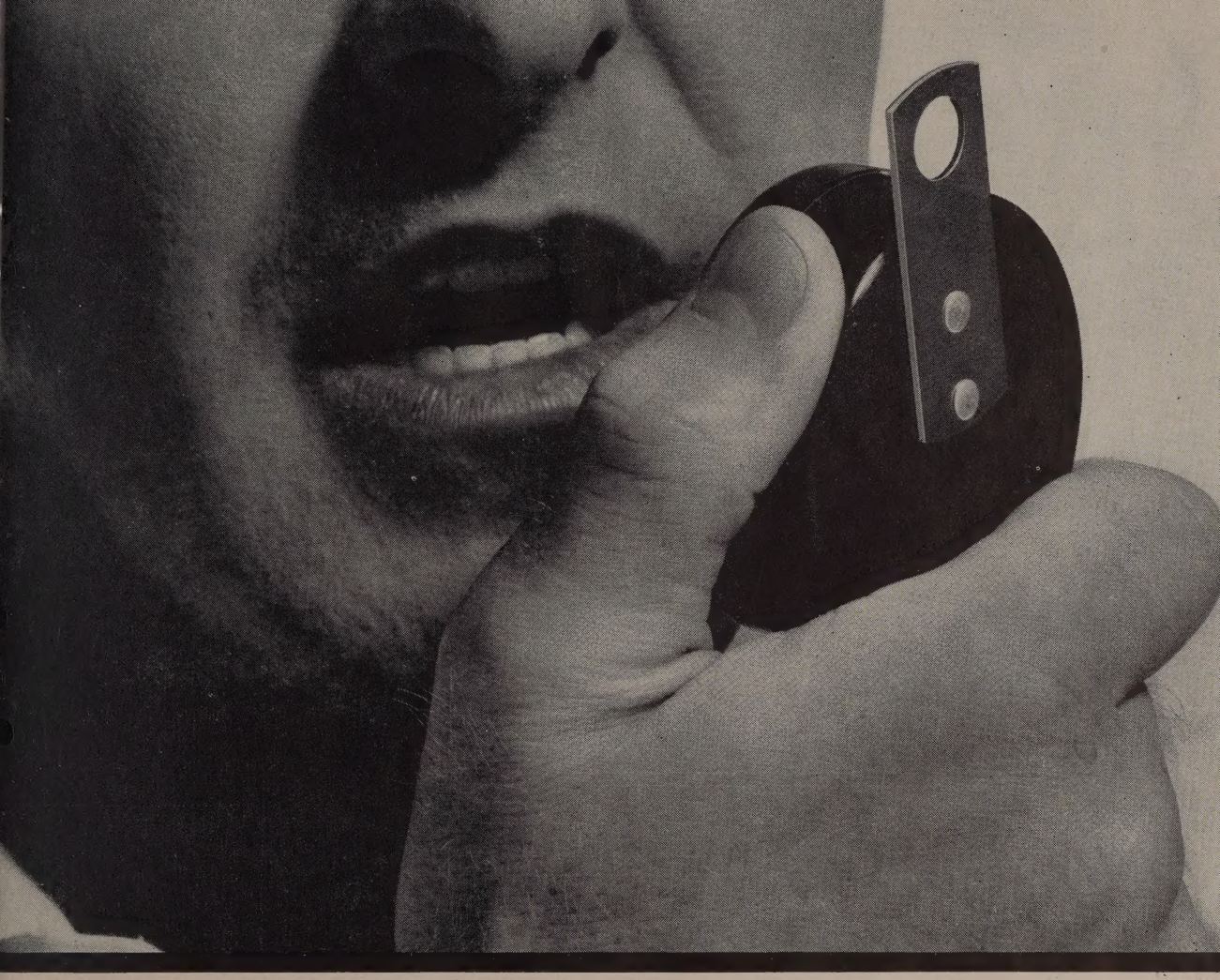

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Output 90 watts on 3 channels; 145 on 7 channels. 10 channels. 32, 110 volts DC; 115 AC. From $1188.

**MODEL RAY 34**
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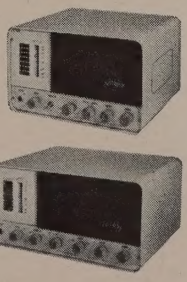
**MODEL RAY 65**
Output 65 watts; input 115 watts. 6 channels and Bdcst. band. 12, 32, 110 volts DC. 115 AC From $721.

*Models RAY 34 and RAY 65 available with remote channel-changer, $154 extra.*



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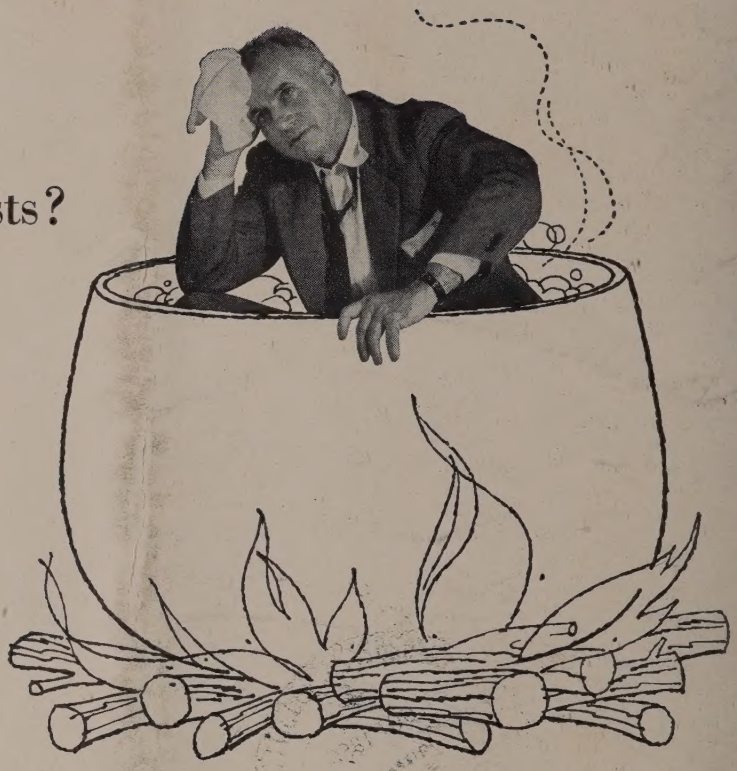

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